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TOPICS OF THE DAY

THE ROOSEVELT-HARRIMAN IMBROGLIO

"YOU can't galvanize ancient history," agreed Senator Depew and Cornelius N. Bliss the other day, when refusing to discuss events of only a few years ago. But the discharged employee of E. H. Harriman who recently sold, it is alleged, to the Democratic New York *World* the stenographic notes of a letter written by Mr. Harriman to Sidney Webster in January, 1906, appears to have shattered that contention. Not only has he galvanized ancient history as far back as the preelection period of 1904, but indirectly, through the agitation he has caused, he has thrown strange lights upon the present political situation. In this letter Mr. Harriman states that President Roosevelt summoned him to Washington in the autumn of 1904, about a week before the election, begged his help in raising campaign funds, and agreed to appoint Chauncey M. Depew Ambassador to Paris. When he heard that this letter was in the possession of *The World* Mr. Harriman made, apparently, every effort to prevent its publication on the ground that it would "do irreparable harm"—he did not specify to whom. The letter says in part:

"As to my political instincts to which you refer, I am quite sure I have none, and my being made at all prominent in the political situation is entirely due to President Roosevelt and because of my taking an active part in the autumn of 1904 at his request, and his taking advantage of conditions then created to further his own interests. . . . He told me he understood the campaign could not be successfully carried on without sufficient money, and asked if I could help them in raising the necessary funds, as the National Committee, under control of Chairman Cortelyou, had utterly failed of obtaining them, and there was a large amount due from them to the New York State Committee. . . . We talked over what could be done for Depew, and, finally, he agreed that if found necessary he would appoint him as Ambassador to Paris. With full belief that he, the President, would keep this agreement I came back to New York, sent for Treasurer Bliss, who told me that

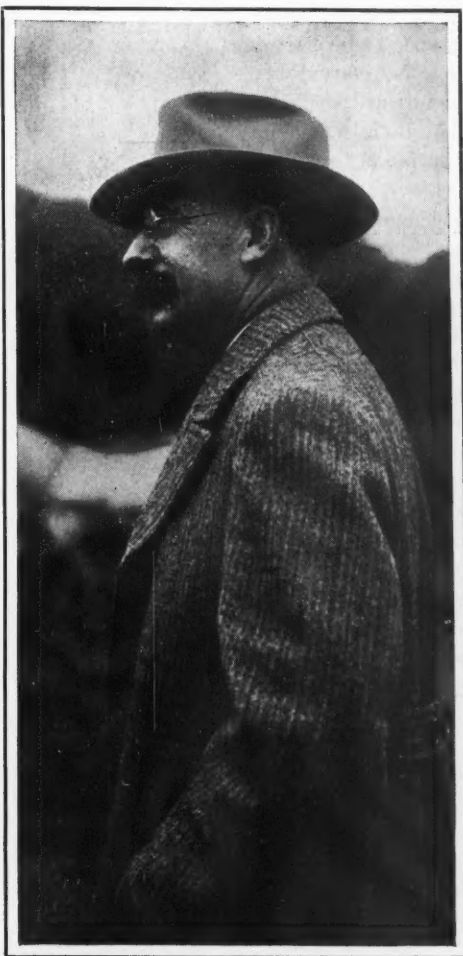
I was their last hope, and that they had exhausted every other resource. . . . In his presence I called up an intimate friend of Senator Depew, told him that it was necessary in order to carry New York State that \$200,000 should be raised at once, and if he would help I would subscribe \$50,000. After a few words over the telephone the gentleman said he would let me know, which he did probably in three or four hours, with the result that the whole amount, including my subscription, had been raised.

"This amount enabled the New York State Committee to continue its work with the result that at least 50,000 votes were turned in the city of New York alone, making a difference of 100,000 votes in the general result. . . .

"Ryan's success in all his manipulations—traction deals, tobacco combination, manipulation of the State Trust Company into the Morton Trust Company, the Shoe and Leather Bank into the Western National Bank and then again into the Bank of Commerce—thus covering up his tracks—has been done by the adroit mind of Elihu Root, and this present situation has been brought about by a combination of circumstances which has brought together the Ryan, Root, Roosevelt element. Where do I stand?"

It will be remembered that in October, 1904, Judge Alton B. Parker made certain allegations in regard to the relations between the trusts and the Republican party, to which President Roosevelt replied that "the statements made by Mr. Parker are unqualifiedly and atrociously false." Some Democratic papers claim to find in this letter evidence in favor of Mr. Parker's charges. The President, as a counter-blast to the Harriman-Webster letter, now gives to the papers a correspondence which occurred in the autumn of 1906 between himself and Congressman James S. Sherman, chairman of the Republican Congressional Campaign Committee, in regard to substantially

these same charges. Having heard at that time that Harriman accused him of having promised to appoint Depew as Ambassador to France, and of having asked Harriman to raise \$250,000 for the Republican Presidential campaign of 1904, the President wrote



Photograph copyrighted by Edwin Levick, New York.

E. H. HARRIMAN.

According to sensational rumors emanating from the White House, he is a prime mover in a conspiracy to thwart President Roosevelt's wishes in regard to the next Presidential nomination and to place a "reactionary" in power.

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to Mr. Sherman one of his characteristic letters of denial in which he said:

"Any such statement is a deliberate and wilful untruth—by rights it should be characterized by an even shorter and more ugly word. . . . I never requested Mr. Harriman to raise a dollar for the Presidential campaign of 1904. On the contrary, our communications as regards the campaign related exclusively to the fight being made against Mr. Higgins for Governor of New York, Mr. Harriman being immensely interested in the success of Mr. Higgins because he regarded the attack on Higgins as being really an attack on him, Mr. Harriman, and on his friend, Governor Odell; and he was concerned only in getting me to tell Mr. Cortelyou to aid Mr. Higgins so far as he could, which I gladly did."

The President further quoted Congressman Sherman to the effect that Harriman had said that he would not object to a Hearst victory because "those people [the Hearstites] were crooks and he could buy them"; that "whenever he wanted legislation from a State legislature he could buy it"; that "he could buy Congress," and that "if necessary, he could buy the judiciary." These claims, says the President, show "a cynicism and deep-seated corruption" which make the man uttering them "at least as undesirable a citizen as Debs or Moyer or Haywood." The *Buffalo Express* remarks that in President Roosevelt Harriman found "one man whom he could not buy."

The publication of this remarkable correspondence was followed by a number of even more remarkable statements from the White House. The public was informed through the Washington correspondents that a "rich men's conspiracy" has been discovered; that the object of this conspiracy is to provide against the continuance of the policy of corporation reform inaugurated by President Roosevelt by nominating a "reactionary" for President next year; that William R. Hearst, E. H. Harriman, and the Rockefellerers are numbered among the conspirators; and that a fund of \$5,000,000 is already available for their purpose. It was further indicated that the tentative booms for Foraker in Ohio and for Knox in Pennsylvania are a part of this general conspiracy, which is also making itself felt in the Dakotas, Michigan, and elsewhere. "My spear knows no brother," declares the President, in indication that from now on it is war to the knife against his political enemies both inside and outside the Republican party. While the

"There are men, apparently sensible men, too, and we are afraid there are a good many of them, who receive this latest White House communique with immoderate and irreverent mirth. They say that the plan of the conspirators as outlined would be unanimously voted down at any political conference of common barn owls. . . ."

"There is another theory of the 'rich men's conspiracy' of which frequent mention is made in the public prints. It is that the President ought to take a rest."

Very widely, in the press of both parties, we meet with expressions of regret that the President should have allowed himself to be lured into a situation which is scarcely more dignified than a heated personal encounter. There are references, some humorous and some deprecating, to the swelling ranks of his "Ananias Club." But few claim—like the *Philadelphia Press* (Rep.), which hails his answer as "instant and effective"—that his answer is in every respect as gratifying as it is vigorous. The President himself, however, is apparently not displeased with the bout. "I feel particularly fortunate," he told the correspondents, "that I have been attacked within the last few days by ex-Senator Burton and E. H. Harriman." Some papers, like *The Wall Street Journal* (Fin.), find that the moral of the whole incident is that "one way or another must be found for cutting the corrupt link between the politics of business and the business of politics." Thus the *Washington Post* (Ind.):

"The aroused sense of public honesty and decency will not be satisfied until campaigns involving the Presidency and other high offices are made in the light of day. After the system of rigid and public accountability for every dollar of money has been established, the existing system will be seen in all its hideous immorality. The wonder will be that the public should have tolerated such an open door to temptation, graft, and corruption."

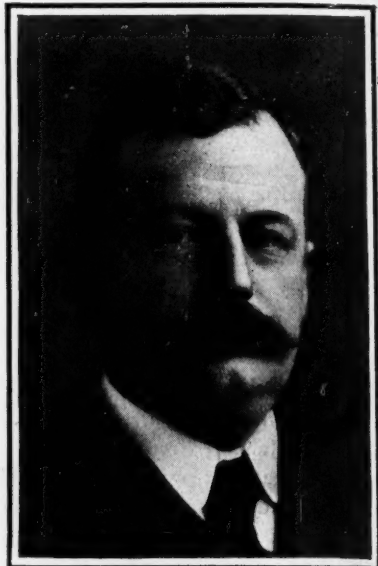
"The lesson taught by the Roosevelt-Harriman dispute is too plain to be overlooked by honest men of all parties. They should unite to make a repetition of such incidents impossible in the campaign of 1908."

The *Detroit News* (Ind.) deplors the "singular fatality" which seems to bring the Chief Executive into repeated conflict with his associates on questions of veracity. Thus, according to a list prepared by the *Albany Argus* and cited by the *Providence Journal*:

"The President has called Mr. Herbert W. Bowen a 'disingenuous' liar, Mr. William E. Chandler a 'deliberate and unqualified' liar, Mr. Alton B. Parker an 'atrocious' liar, Mr. G. O. Shields an 'inventive' liar, Mr. Bellamy Storer a 'peculiarly perfidious' liar, Mr. John F. Wallace an 'utter' liar, and Mr. Henry M. Whitney a 'deliberate' liar. If this catalog be correct, if the President really did apply such epithets to the persons in question, Mr. Harriman may not feel any excessive dissatisfaction at being charged with 'deliberate and wilful' untruth."

Says the *New York Times* (Dem.):

"It is due to him that one thing should be said in his favor and defense, and it may be emphatically said. If the corporations who furnished the money for his campaign expenses thought they were purchasing his lenience they have been deceived. Toward them he has been inflexible, treating them without fear or favor,



SEN. BOIES PENROSE, OF PENNSYLVANIA,
To whom, in spite of his specific denial, rumor attributes the origination of the "rich men's conspiracy" sensation.



PUTTING THE ROOSEVELT BRAND ON HIM.
—Macauley in the *New York World*.

rumors of a conspiracy, given credence, as they are, at the White House, have stirred political Washington, many papers show a disinclination to take the matter seriously. Thus the *New York Times* (Dem.) remarks:

as tho they were avowed enemies, not contributing friends. It has been held that ingratitude is one of the shining political virtues. That virtue the President has conspicuously exhibited in his relation to Mr. Harriman and the other great corporation men who paid his campaign bills. No sense of personal obligation has in the slightest degree altered his sense of public duty."

So, too, the Brooklyn *Citizen*, another Democratic paper, which remarks that: "In helping to elect Mr. Roosevelt President of the United States, Mr. Harriman and his Wall-Street associates bought a 'gold brick,' and their anger now simply amuses the American people, who love the President for the enemies he has made." To the eyes of Hearst's *Evening Journal* the fact revealed by the rumpus is that "the Government of the United States just now is Root, Ryan, and Roosevelt, with Ryan the power." And the New York *Volkszeitung*, a Socialist organ, remarks:

"Whatever may be their political views, scarcely any of the press can help agreeing with Heine's dictum regarding a disputation between a monk and a rabbi—'I do not know which of you is in the right, but both of you equally disgust me.'"

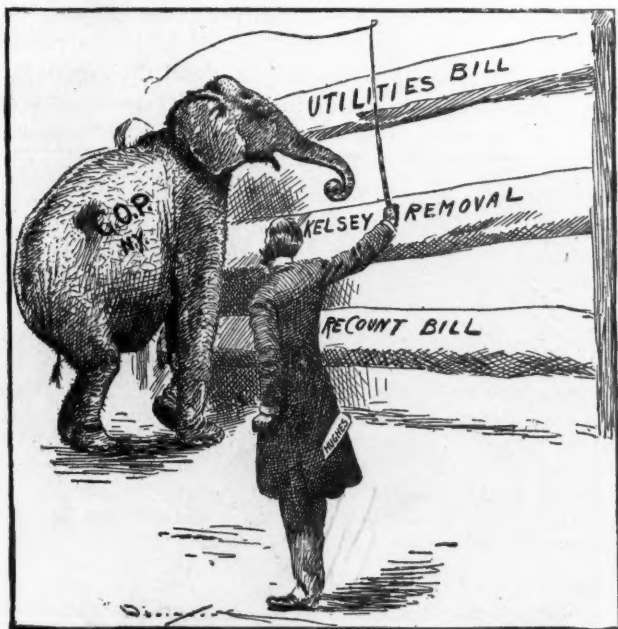
GOVERNOR HUGHES AT BAY

WASHINGTON dispatches have given currency to the idea that interests far beyond the borders of New York State hang upon the passage of the Public Utilities Bill, in behalf of which Governor Hughes has made his long-expected appeal to the people. This outside interest in this bill—the principal provisions of which were outlined in last week's LITERARY DIGEST—is said to be due not so much to the fact that the proposed legislation would establish a precedent for other States, as to the fact that its passage would be a personal victory for Governor Hughes of such magnitude as to make him at once a figure of interesting possibilities in national politics. In that event, according to Washington rumor, Mr. Hughes would be President Roosevelt's choice for the Republican Presidential nomination in case Mr. Taft should accept a vacancy on the Supreme-Court bench at any time before the nominating convention. If, on the other hand, Governor Hughes is beaten by strong combination—an alleged coalition of Republicans, Democrats, and Hearst men—which has been blocking his reform measures in the legislature, the watchers at Wash-

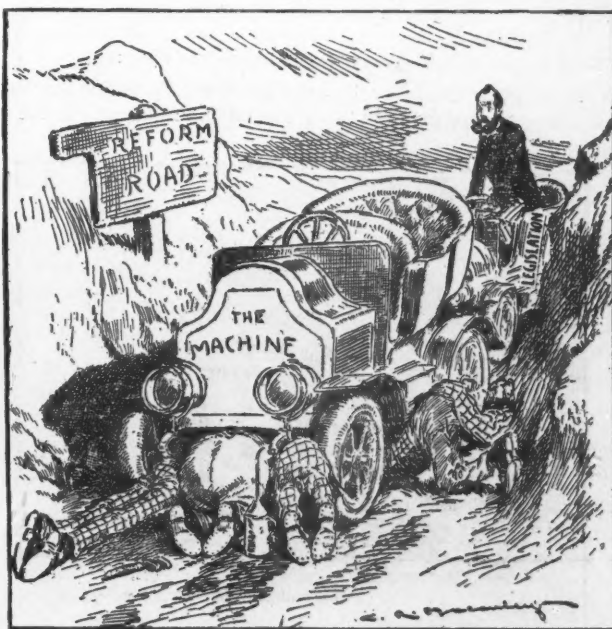
ington will lose interest in him, and, as an *Evening Post* correspondent puts it, "he will have no more consideration at the next national convention than any other respectable figurehead."

The popular impression of Governor Hughes in his own State is probably not very different from the graphic word-picture drawn in the vernacular by John L. Sullivan, who, after a visit to the Executive chamber the other day, said to a reporter: "This man is no quitter. No, sir, take it from me, this man will never lie down in a fight. . . . Any man that goes into the ring with Governor Hughes will be taking the count by the fifth round and will hail the gong with a yelp of joy." And the ex-champion added: "I looked at him as I've looked at many a man of his size, and bigger, but I got the shivers when he trained those big, cold eyes on me."

It will be remembered that at the beginning of his term the Governor said: "If I get into difficulty during the course of my administration, I will appeal to the people of the State." A three months' struggle with the legislature made it apparent that he stood practically in the position of a man without a party. He had asked for a measure to facilitate independent voting, and had received one which, according to *The Evening Post* (Ind.), "makes it impossible"; he had advocated an investigation of the National Guard, only to see the resolution killed in committee: his efforts to remove Insurance Superintendent Kelsey for incompetency had been thwarted and embarrassed at every turn by the Senate; and the people began to look for the promised appeal. This came, but in an unexpected form, at the annual banquet of the Chamber of Commerce in Utica, at a time when the Public Utilities Bill seemed in most danger. Instead of an attack upon his opponents in the legislature, or a sensational appeal to public sentiment, he presented his arguments in favor of the measure, turning, as the New York *Tribune* (Rep.) remarks, to the intelligence of the people rather than to their passions or their prejudices. The sensational phase of his action, as some papers point out, is due to the fact that "not in the memory of any present legislator has there been any occasion where a governor, while legislation was pending, deliberately ignored the Senate and Assembly and went directly before the people." The Governor's clear insight has shown him that "the point upon which the entire opposition rests is the question of court review," says the *Buffalo Express* (Rep.), which thinks that his argument "has shattered the



NOT TOO HIGH FOR A GOOD JUMPER.
—Davenport in the New York Mail.



BLOCKING THE ROAD.
—Macauley in the New York World.

THE TRIALS OF A GOVERNOR.

case of the corporations." He objected to a "broad review" provision in the bill on the ground that such a provision would, in effect, convert the Appellate Court into an administrative board. He points out that certain rights of court review are inherent under the Constitution, and that these the legislature can not curtail. But he goes on to say:

"To provide a right of appeal to the courts from every order of the Commission not only invites delay and an unnecessary multiplicity of proceedings, but has for its object the substitution of the judgment of the court for the action of the Commission. To give the court power to hear such appeals, to take evidence and to reverse or to modify the orders of the Commission comes simply to this, that the court becomes in effect the ruling commission, and the commission created by the legislature is simply a board to take evidence and make what are, in effect, recommendations."

The Governor's "clear, cogent, and convincing argument," says the *Brooklyn Times* (Rep.), "showed better than anything he has yet said or done the stern and uncompromising logic by which his course is guided." And the *Brooklyn Citizen* (Dem.) is satisfied that he has completely demolished "the fine-spun and wholly insincere arguments of the eminent lawyers retained by the corporations." Says the *New York Press* (Rep.):

"The truth about the fears of the Ryans and Harrimans is told by the Governor when he hints that 'if they entertain any serious fear of effective regulation, it is not that they will be deprived of what rightfully belongs to them.' What they are afraid of is that what does not belong to them will be taken away and restored to the rightful owners of the property, the people."

Mr. Joseph Choate, as counsel for the New York, New Haven & Hartford Railroad Company, maintains that this bill "is more drastic and revolutionary in many features than has been passed in an other State jurisdiction, even in the Western States." The *New York Times* (Dem.) has this to say in favor of a general court-review clause:

"A commissions law without the court review would doubtless be safe and perfectly workable if administered by such commissioners as he will name. But there will be other governors not of his mind, not of his conscience, not of his sense of public duty. The danger that the powers of the act will be abused by future commissions not subject to judicial check is materially greater than the danger that under any kind of commissions the right of appeal to the courts will be misused to the public detriment."

Says the *New York Journal of Commerce* (Fin.):

"As between Governor Hughes and the corporation lawyers in this particular controversy there can be little doubt as to the side

which the public will take and which the legislature ought to take. It is assumed that in regard to the very questions to be confided to a commission—the lawfulness under the act which defines its authority, the justice and the reasonableness of what it requires—five judges of the Supreme Court are to be regarded as infallible, while the five members of the Commission are not to be trusted with any conclusive authority. It is intended by the bill that the commissions in carrying out the will of the legislature as defined shall themselves be the judges of what the law requires and shall see that it is complied with. There is no reason why its members should not be so chosen as to be even more competent than the courts to do this."

ACHIEVEMENTS OF NATIONAL IRRIGATION

FIVE years of national irrigation conducted at the expense of the Government have shown extraordinary results and awakened not only a fervor for continuing the work, but also the definite purpose of instituting government drainage enterprises. Nearly a million dollars a month have gone toward paying the expenses of the work of 10,000 men in digging ditches, diverting waterways, and constructing dams, stringing telephone-wires, building railroads in the arid and semi-arid lands of the West, to provide fertile fields and home conveniences for man. The "arid region" of the United States, we learn from correspondence to *The Evening Post* (New York, March 28), covers nearly 600,000,000 acres of land, about 60,000,000 of which "are subject to irrigation, and when properly supplied with water can be converted into farms which, it is assured, will be fully as productive as those in the more favored sections of the country." Figures are now available covering the work of reclamation carried on from the organization of that service pursuant to the act of Congress in 1902 to the first of this year. To quote:

"As a result of the operations, which are conducted under authority of the Geological Survey, eight new towns have been established, 100 miles of branch railroads have been constructed, and 10,000 people have taken up their residence in the desert. To pave the way for these home-seekers the Government had dug 1,267 miles of canals—nearly the distance from Washington to Omaha. Some of these canals carry whole rivers, like the Truckee River in Nevada and the North Platte River in Wyoming. Forty-seven tunnels with an aggregate length of nine and one-half miles have been excavated."

As an outgrowth of the irrigation policy, the Eastern, Middle, and Southern States, which have no arid lands, are petitioning Congress to apply to the work of national drainage the same system that is now applied to irrigation. There are large areas

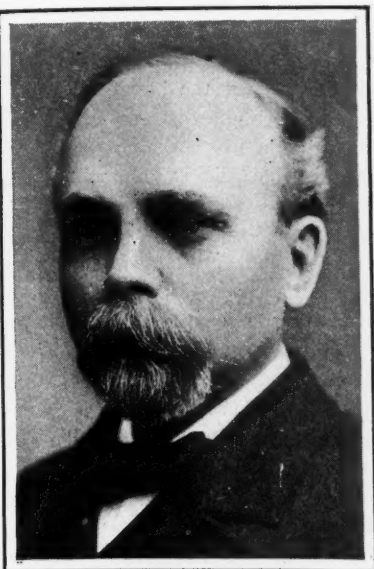


THE VEGETATION WHICH PREVAILED IN THE YAKIMA VALLEY BEFORE THE DESERT WAS IRRIGATED.

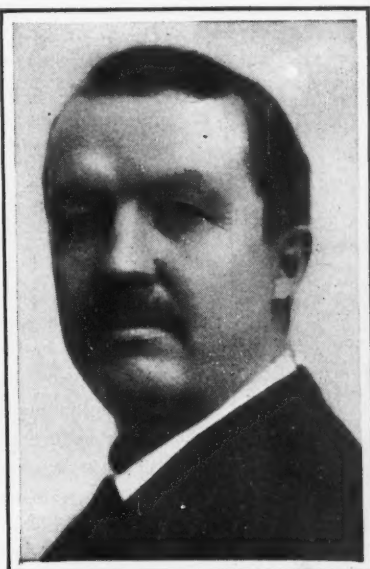


FLOURISHING PRUNE-ORCHARD IN THE YAKIMA VALLEY, SHOWING THE RESULT OF IRRIGATION.

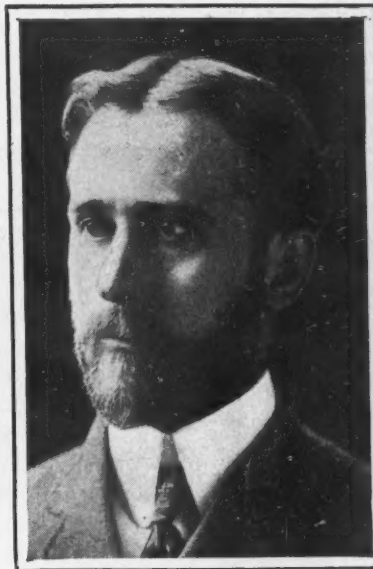
THE DESERT BEFORE AND AFTER



MARTIN A. KNAPP,
Chairman of the Interstate Commerce
Commission.



P. H. MORRISSEY,
Grand Master of the Brotherhood of Railroad
Trainmen.



CHARLES P. NEILL,
United States Commissioner
of Labor.

AGENTS IN THE COMPROMISE BY WHICH A GREAT STRIKE WAS AVERTED.

of swamp and overflowed lands in Arkansas, Indiana, Minnesota, Wisconsin, New Jersey, North Carolina, South Carolina, and other States; and men resident in these States have organized a national association. The scope of the work they project is indicated as follows:

"The area of the swamp-land affected by the proposed legislation is approximately 50,000,000 acres. It is estimated . . . that the reclamation of this area would increase the land values of the drainage districts more than \$5,000,000,000, and would increase the annual crop values more than \$1,500,000,000. . . . If it were possible to subdivide this enormous area into forty-acre farms it would supply 2,500,000 families with homes, and would put 12,000,000 people upon lands that are now practically worthless."

FEDERAL AID IN AVERTING STRIKES

WHEN Messrs. Knapp and Neill sent their exultant telegram to the President announcing "a distinct triumph for government mediation" in their settlement of the threatened railroad strike in the West, they raised in the public mind the question whether all such great strikes, vitally affecting public welfare, should not be made subject to government interference and settlement. If the strike of 50,000 trainmen and conductors had been declared, it would have tied up forty-four railroads between Chicago and the Pacific Coast, having nearly 500,000 employees, and put half the country in a state of siege. If our prosperity is in the precarious position described by some of our financial leaders, this crippling blow might easily have been enough, many editors remark, to have toppled it over. As the *Washington Times* puts it:

"A great railroad tie-up in the Middle and Far West at this juncture would be a blow at business confidence which, coming in conjunction with other current occasions for misgiving, might precipitate grave disaster. Prosperity has found the transportation strain a heavy one for some years. With every nerve strained, the railroads have not been able to move the business tendered to them. With perfect cooperation and organization they have been physically unable to meet the demands of their situation. How, then, could there fail to be a collapse if a tie-up should be substituted for the heroic efforts that have been made in the past?"

The railroads, however, bethought themselves of the Erdman Law, enacted in 1898, providing that when a dispute arises between a carrier and its employees, the chairman of the Interstate Commerce Commission and the Commissioner of Labor shall, upon the request of either party to the controversy, "use their best efforts by mediation and conciliation to amicably settle the same." They accordingly called upon these two officials, who hastened to Chicago "with all practicable expedition," as the law directed, and used their mediation to such good effect that a compromise was reached by which the employees receive a 10-per-cent. advance in wages, which will profit them about \$5,500,000 during the coming year.

The *New York Journal of Commerce* is exasperated at the thought that 50,000 men could have tied up the business of half the country in a wage dispute. Such an action, indeed, it regards as "something in the nature of a conspiracy or combination in restraint of trade." It goes on:

"A ukase emanating from an organized body of private citizens, capitalists, or workingmen, should not be permitted to interrupt the transportation system of a large section of the country and interfere with the operation of all the rest.

"This situation and the assumption of power by labor-unions to override all public rights and disregard alike the obligations of the common carriers by whom they are employed and the interests of shippers in a continuous service, bring into relief the greatest of all dangers to the business and prosperity of the country. Railroad corporations are bound by their charters and their relations to law and public authority not only to keep their lines in operation, but to afford regular and sufficient service on reasonable terms at all times. If they fail to do so individually they are liable to penalties and damages. If they collectively combine to restrict this service in such a way as to put a restraint upon trade and injure the interests they are bound to serve, they violate the law and come in conflict with an authority to which they are bound to submit and can be forced to submit. Railroad employees acting individually have a right to leave their work at any time if they are dissatisfied with its terms and conditions and are ready to give way to others willing to take their places. The companies would have to take the chance of such losses in their force of workmen and to make them good as best they might. But if the workmen, not only of one company, but of all the companies over a wide range of country, may be leagued together to abandon their places

simultaneously at a given signal or a word of order from any authority they have the railroads at their mercy and may produce an intolerable situation, not merely intolerable for the railroads, but for the community at large in which the railroads operate and for the whole country. A wide-spread railroad strike at such a time as this might have a disastrous effect, breaking and turning back



From the St. Louis "Republic."

MAP SHOWING THE TERRITORY THAT WOULD HAVE BEEN AFFECTED BY THE AVERTED STRIKE.

The figures in each State show the number of men who would have been thrown out of work.

the tide of prosperity with calamitous results to capital and labor alike.

"The effect upon public opinion of such a rash and reckless proceeding on the part of any organized body of men can not be doubted. The condemnation that would fall upon them would be scathing, but that is of less consequence than the toleration of such a possibility, for these men are making their threats and presuming upon their power to do this thing as a means of forcing the corporations they serve to accept their terms, whatever they may be. If such a power can really be exercised in spite of any authority except that which directs it, then it makes no difference whether the terms and conditions are reasonable and just or not. It makes itself the sole judge of that question and can enforce any terms it pleases. Such a power should not be permitted to exist. It is not permitted to corporations or combinations of capital, and if such an attempt or threat to use it in their behalf were made the country would ring with denunciation and the leagues through which they worked would be routed and scattered incontinently.

"Neither side should have it in its power to throw the transportation service of the country into confusion, whether such power was to be used for that result or only as an instrument of coercion by the threat of using it. The thing should be an impossibility in any civilized country."

The Cleveland *Leader*, however, declares that the American workingman will not surrender his right to strike, and will never consent to compulsory arbitration. It says:

"Those paternalistic and socialistic agitators and would-be rebuilders of society who think that New Zealand has gone far on the way to an earthly paradise urge compulsory arbitration of labor disputes as one of the vital needs of the times. They insist that it would end all warfare between labor and capital and make employers and employees dwell and work together in everlasting harmony.

"Such apostles of change seem to believe that the wage-earners of America are ready for compulsory arbitration and that the opposition comes from the capitalists who employ them.

"The wage-earners of the United States have no desire to trust their interests wholly to any form of forced arbitration. They have not yet come to such surrender of their natural rights as free men and women."

CHICAGO'S SECOND THOUGHT

A TREMENDOUS sensation was created two years ago when the great city of Chicago declared by 25,000 majority for "immediate municipal ownership" of the street railways, and sapient editors all over the country wrote grave reflections on this portentous beginning of what might prove a mighty wave of Socialistic feeling. Last week the same Chicago voters again express their views on municipal ownership of the same street railways and, by 33,000 majority, favored ordinances granting twenty-year franchises to the companies. This reversal of opinion, remarks the *Boston Transcript*, "is the most decided single setback that has ever been given to the municipal-ownership movement in this country."

A reading of the Chicago papers through these years of changing opinion would seem to show, however, that the main compelling motive in the minds of the people has been a strong disgust with the traction system, making them willing to vote one way or another as this or that plan has promised quickest improvement. The discussion has centered around the traction evils and the remedies for them rather than around the advantages of municipal ownership as a principle. The provisions of the ordinances favored by the voters are summarized thus:

"The companies are to provide a continuous passage from one section of the city to another for five cents, with universal transfers. The companies receive a franchise for twenty years, but the city may terminate it on six months' notice by purchase of the traction system. The ordinance fixes the price at \$50,000,000 plus the cost of rehabilitating the lines. The city will exercise supervision of their improvement and operation and the companies will pay the city 55 per cent. of their net earnings."

Mr. Hearst, the chief champion of municipal ownership, lent his influence to Mayor Dunne (Dem.) during the campaign, and attacked Mr. Busse, the Republican candidate, with all the power of his Chicago daily and a corps of campaign workers imported from New York. When Mr. Busse's victory (by 13,000 majority) became apparent, Mayor Dunne remarked that "it looks as tho the money power has overwhelmed us, but," he added, "our



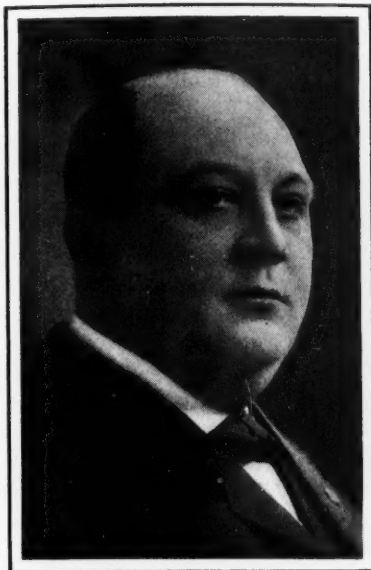
THE FOOLISH GOAT.
—Bowen in the Chicago Journal.

cause is not lost," and "municipal ownership and government ownership will win in the end." Mr. Hearst said:

"The usual thing has happened. An honest Democratic candidate, running on a distinctly Democratic platform, has been defeated by a corrupt Democratic machine.

"It has been known all along that a great many of the machine

Democratic leaders would probably betray Dunne on election day, and the result seems to indicate that they have done so. As far as I can see, Leffler, 'Hinky Dink,' ('Convict') Brennan, 'Bathhouse John,' and other distinguished Democratic statesmen of that type have been convinced for some mysterious reason that the traction ordinances are good things for themselves at least, if not for the city of Chicago. Mayor Dunne has been defeated, there-



FRED. A. BUSSE,

Chicago's postmaster, who is elected Mayor. President Roosevelt says he is the best postmaster in the country.

fore, by alleged Democrats, as so often happens when a Democratic candidate stands in opposition to the corporations.

"It seems that Mayor Dunne made a very fine showing in the Republican wards and in the independent wards, but lost in the Democratic wards, or in those wards where the Democratic machine leaders hold full control.

"It is another indication of the fact that the Democratic party in many localities has neither honest principles nor honest leaders, and that the honest citizens who are enrolled in the Democratic ranks in the hopes of promoting the principles of Jefferson should realize that they can best achieve their object by joining the Independence

League. Messrs. Brennan (late of Bridewell Prison), 'Billy' Leffler, 'Hinky Dink,' and other Democrats of that sort are very independent in voting. They vote with the Democratic party or with the Republican party, as the corporations make it to their interests to vote. Honest citizens should be equally independent.

"They should vote for their own interests, for the advancement of the principles, and not be bound by party names when those names are discharged and the party principles betrayed by so-called leaders that represent the Democratic party, only to sell it out in so many places throughout the nation."

The Chicago *Chronicle* (Rep.) is glad the traction question "has been taken out of politics, where it never belonged," and "can no longer be used as a stalking-horse by unscrupulous politicians," and "is no more an asset of self-seeking demagogues and wild-eyed visionaries." And the Chicago *Tribune* (Rep.) congratulates the city on its returning sense. It says:

"The country will please take notice of the fact that sanity has resumed its reign in Chicago. The sober sense of the community has asserted itself. The impression that the city is unfit for self-government is no longer justifiable. The visionaries and the agitators who have been in charge of affairs for the last two years have been cast out and rational men have been put in power.

"The reasoning, thinking element in the community has assumed control. It has pulled Chicago out of the marsh of misgovernment in which it has been floundering. It has resolved that there shall be a new order of things—that there shall be a greater and better Chicago. The city has been going backward. Now it is to go forward. The business and intelligent men have come into their own. First the disorganized city government will be put to rights. The schools will again become an object of civic pride. The police force will become an efficient agent for the suppression of crime. That fine audacity which used to characterize Chicago will reappear, and the city will again astonish the world with constructive exploits.

"There is a certainty of four years of intelligent and economic government, free from sloth and politics. It is not probable that at the end of that time the people will begin to hanker after strange gods and commit to cranks the duty of governing them."

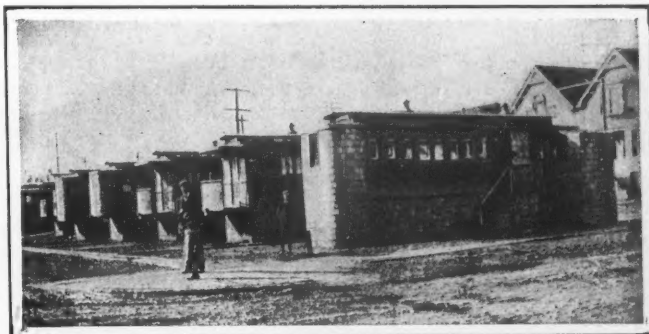
WHAT SAN FRANCISCO HAS DONE IN A YEAR

THE optimism which was behind the prophecies of San Francisco's regeneration in nobler form are now being recalled with many an "I told you so," as the anniversary of her calamity approaches. The facts of her recovery from the shock of last April apparently justify the declarations of those who, on "the day after," saw ultimate good in the present misfortune. Far from yielding to despair, the mass of the city's population have shown, as one writer remarks, "the sturdy courage of the past and the utmost confidence in the city's future." Those who doubted whether confidence would be sufficiently restored to lead the business interests back to rebuild the ruined sections are answered by the fact that already the old houses are doing business in practically the same territory they occupied on April 18 of last year, and many new firms are coming in and building in the ruined center of the city.

The current number of *The Sunset Magazine* (San Francisco) is more than half made up of matter chronicling that city's new birth. "If the far-seeing eyes of hopeful citizens are clear of vision," we read in one place, "ten years will see not only all the old business area covered, but solid blocks of new business streets, and a population here of close to one million that will require all of the limited area of the peninsula to spread out upon." But one does not have to look ten years ahead, we are told, to have his faith in the city restored. In this magazine the statements of leading business men and men of affairs are presented showing what has already been done. From one man's figures we quote the following words, which show briefly the progress made in rebuilding:

"On the average a new building has been finished every forty-five minutes, in San Francisco, since the fire. The building permits issued since April 18, 1906, have already (February 10) represented a gross expenditure of over \$10,000,000 more than the building permits issued in Baltimore in two years after its fire. The building permits issued in San Francisco in 1905 were about \$22,000,000. That year was a record-breaker up to that time. Labor Commissioner Stafford's report shows that \$1,000,000 a week is paid out for wages, or \$52,000,000 per year, and as wages only represent about fifty per cent. of actual cost of building it is conservative to say that we in San Francisco at present are building at the rate of over one hundred million of dollars per year. This seems hardly believable, but we can not get very far away from the facts. San Francisco never had a brighter future. This is certainly the 'optimist's day.'"

Secretary Burks, of the Chamber of Commerce, contributes a summary of the report of the president of that body for the past year. The figures are compared with those for the year preceding



STREET-CARS TRANSFORMED INTO COTTAGES.

An entire block far out on California Street is taken up with these made-over street-cars. For the past year they have been bringing the owner a profitable rental.

the earthquake, and while some of the items speak more of the prosperity of the State than of the city, as a whole they are interesting reading as indicating the transitory effect of the earthquake

upon the region affected. The summary, as it appears in *The Sunset*, reads:

BANK CLEARINGS—1905, \$1,834,529,788; 1906, \$1,998,400,779. The bank clearings for the month of November were the largest for any one month in the history of the city.

DUTIES COLLECTED AT CUSTOMS HOUSE ON IMPORTS OF MERCHANDISE—1905, \$7,131,327, 1906, \$9,091,483.

SHIPMENTS OF FRESH FRUITS EAST—1905, 8,244 carloads; 1906, 6,236 carloads.

RAISIN PACK—1905, 43,750 tons; 1906, 47,500 tons.

DRIED PRUNE CROP—1905, 85,000,000 pounds, 1906, 180,000,000 pounds.

DRIED APPLES—1905, 3,250 tons; 1906, 2,750 tons.

APRICOTS—1905, 19,250 tons; 1906, 3,250 tons.

HOP CROP—1905, 67,500 bales; 1906, 85,000 bales.

CALIFORNIA CANNED FRUIT PACK—1905, 3,250,000 cases; 1906, 2,650,000 cases.

FIGS—1905, 3,625 tons;

1906, 3,875 tons.

PEACHES—1905, 17,500 tons;

1906, 11,250 tons.

LEMONS—1905, 5,378 car-

loads; 1906, 5,146 car-

loads.

HONEY PRODUCTION—1905,

9,500,000 pounds; 1906,

5,250,000 pounds.

WINE PRODUCTION—1905,

30,700,000 gallons; 1906,

41,000,000 gallons.

BRANDY (Commercial)—

1905, 1,250,000 gallons;

1906, 1,175,000 gallons.

ALMONDS—1905, 2,125 tons;

1906, 6,125 tons.

WALNUTS—1905, 7,250 tons;

1906, 6,125 tons.

GOLD YIELD—1905, \$19,-

197,043; 1906, \$20,000,000

estimated.

SILVER YIELD—1905, \$900,-

000; 1906, \$1,000,000 esti-

mated.

COPPER YIELD—1905, \$2,-

650,605; 1906, \$2,820,600

estimated.

BET SUGAR PRODUCTION—

1905, 122,500,000 pounds;

1906, 128,000,000 pounds.

ORANGES SHIPPED OVERLAND—1904-1905, 26,044 carloads; 1905-1906, 28,-

260 carloads.

WOOL PRODUCTION—1905, 22,000,000 pounds; 1906, 24,000,000 pounds.

The dozen or so others here quoted have all the same story to tell, a story of optimism for the future based on what has been done in the year past. In the daily press the sentiment is equally manifest. "The whole burned district will be occupied within a very few years," predicts the *San Francisco Chronicle*, which paper cites the example of Mr. D. O. Mills as typical of the prevailing spirit. We read:

"Nothing better shows the confidence of capitalists in the future of San Francisco than the announcement that D. O. Mills will not only promptly restore the Mills Building, but that he has acquired a large interest in the new Palace Hotel Company. All know that Mr. Mills is not a man to throw good money after bad, that he can well afford to pay taxes on a ruin in this city if he so desires, and that he would so desire if he had not full confidence that restoration will pay. He certainly had no need to invest in a hotel here

if he had not confidence in the city—and particularly a hotel company whose first work has been to tear down a structure covering a block whose walls were as solid as they were the day when they were finished, and which could have been easily repaired had it not been deemed profitable to rebuild on even a nobler scale. There is no man in America whose financial judgment is more respected than that of Mr. Mills, and the confidence displayed by him in the future of San Francisco will doubtless strengthen the faith of any, if any there be, who have hitherto doubted the complete and early rehabilitation of this city."

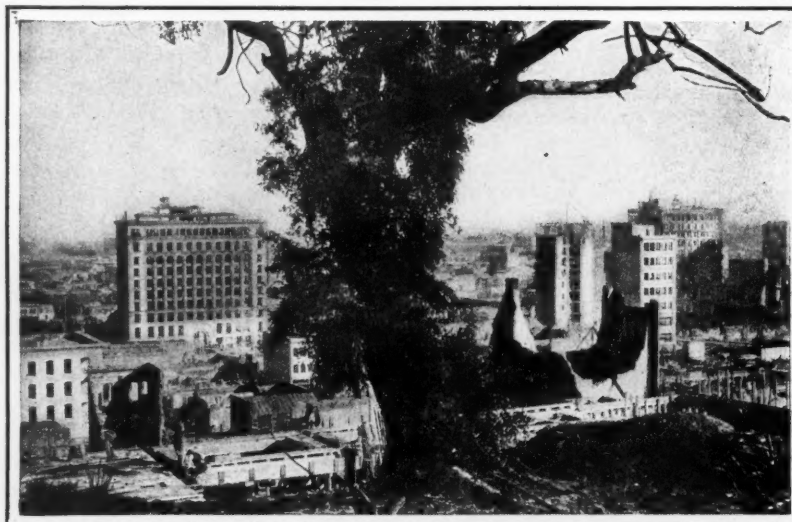
The Michigan Christian Advocate (Detroit) makes a strong plea to the Methodist Church for money to rebuild their ruined churches in the city. It points out the growth in population which

set in after the first few weeks, owing to the desire of "thousands to take advantage of the unprecedented openings for business." "We absolutely must have more and better churches," it concludes, "or forever miss the greatest opportunity for growth which has ever come to us as a church."

The *Los Angeles Times*, looking upon the struggle of San Francisco with the calm eye of an outsider, is a little less enthusiastic over her progress than are her own press. The *Los Angeles* paper admits that much

has been done to restore the city to her original place, but points out, at the same time, that it will be years before it will assume anything like its past grandeur. We read:

"By the end of the first year after the fire, the rebuilding of the city will consist almost entirely of unimportant, transient structures. There will not be one new building of a permanent nature and of first importance finished in the city. There will be dozens of new buildings under way, and hundreds for which plans are about finished. We can now see with considerable clearness that by the end of five years the new city of San Francisco will be unfinished. It will take a year, and, in some cases, more, to complete some structures already begun or about to be begun. Ten years from the day the earthquake shook the great city from its foundations and the fire swept over such an immense area, causing a destruction of property never paralleled in the history of the human race, San Francisco may be fully reconstructed. There will be work in that city for an army of skilled mechanics in all branches of the building trades for the next decade."



SAN FRANCISCO RISING FROM ITS ASHES.

Above old Chinatown is a green bay tree (California laurel) that typifies San Francisco's resurrection. It was burned to a charred trunk, but is sending forth fresh leaves and branches. To the left, in the distance, is the D. O. Mills building. To the right are several new sky-scrapers

TOPICS IN BRIEF

WALL Street can avoid the squeezing out of water by omitting to put it in.—*The St. Louis Globe Democrat*.

HARRIMAN's physicians want him to take a long rest. Perhaps they have been feeling the public's pulse.—*Chicago Record-Herald*.

THE Isle of Pines is about to revolt again. Another policeman should be sent to the seat of trouble immediately.—*The New York Sun*.

ABE RUEF is kicking because he is practically held in solitary confinement. The fact is that there are no others in his class.—*Louisville Courier-Journal*.

INSTEAD of building bigger battle-ships, it might be a good idea to build some that will not kill their own crew in time of peace.—*The Washington Post*.

"THE truth shall set us free," is inscribed on a frieze in the new Pennsylvania Capitol. But since the truth is coming out some of the grafters seem to be in a fair way to be locked up.—*The Washington Post*.

HARRIMAN says he prefers the penitentiary to the poorhouse, and some of his operations have shown that he means it.—*Philadelphia Press*.

ARE not Mr. Roosevelt's most famous literary productions open to the charge of plagiarism? One of the sacred writers said, "All men are liars."—*New York American*.

MR. BRYAN seems to have overlooked the fact that the habit of voting against him may be as fixt as his own habit of trying it again.—*The St. Louis Globe-Democrat*.

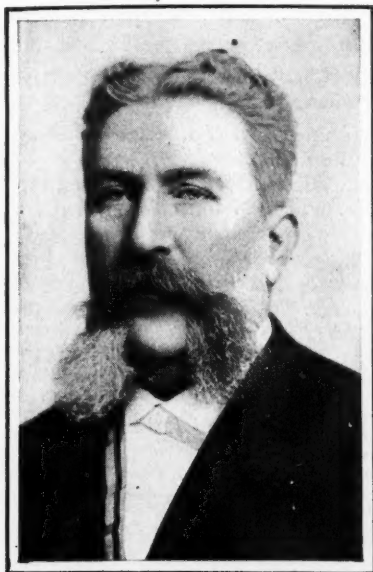
FORAKER says he doesn't want any political honors from the people of Ohio without their hearty approval. He will not sit down, however, and wait for others to work up the approval.—*The Chicago Record-Herald*.

PRESIDENT ROOSEVELT, the reputed strong man behind the Taft boom, must feel jealous when he notes how much more successful Senator Foraker has been in arousing popular interest in it.—*Pittsburg Chronicle Telegraph*.

FOREIGN COMMENT

THE BIG STICK IN RUMANIA

THE one-man power has already been hailed as the most recent development of twentieth-century administrative methods, as illustrated in the character of such leaders as Roosevelt, William II., and Edward VII. in politics, and the Rockefellers, Harrimans, and Morgans of finance. But as the two phases of



MR. CANTACUZÈNO,

The Premier who framed the laws for agrarian reform. He has since been succeeded by Senator Stourdza.

the one-man power have come in conflict here, so have they clashed also in one of the minor monarchies of Europe, where a king has been wielding the "big stick" against the land trusts and syndicates under whose yoke the people have been ground, and against whom they have risen in revolt. Land trusts and land syndicates are as old as the days of the Gracchi. The monopoly of the land which was a problem whose solution gave the Roman plebeians their first taste of genuine citizenship, and was the real motive of the French Revolution, has been recently promised a solution in Russia, and is stirring the imagination of serious statesmen in England. Little Rumania, with its budget of some \$50,000,000 and its surplus of \$7,000,000, has recently attempted to meet the same problem, as we find from the European press, and has plunged into a bloody storm of jacquerie, only to be allayed by the immediate action of King Charles of Rumania, who has issued a proclamation of the most liberal character, and is hailed by the German and French newspapers as a fine specimen of the "beneficent despot."

The real significance of the recent commotions in Rumania has been much obscured through the emphasis laid by the American press on certain pogroms or cruel persecutions and acts of violence carried on against the Jews, of which there are some 270,000 resident in the country. The real question at issue, however, is the agrarian question, and the Hebrews have been ill-treated because the agents of the land trusts which oppress the peasants were mainly of Hebrew nationality. By far the most important fact in connection with the whole incident is the masterful manner in which King Charles has met the situation and done justice to the peasantry.

The circumstances which led to the agrarian riots in Moldavia (Northern Rumania) are thus detailed by Eugène Lautier in the *Paris Figaro*:

"The revolt is nothing more than a protest against the land agencies, mostly Jews. The agrarian crisis is therefore interpreted as being a burst of anti-Semitism. The great estates of Rumania include about one-half of the arable soil, and 37 per cent. of the land belongs to 1,560 individuals, out of a population of 6,000,000. The great landowners are for the most part absentees living abroad, and put their property in charge of agents to be let out in parcels to the peasants at an exorbitant rent.

"This year the land rent has been raised, and I may remark in passing that this is an unmistakable sign of Rumania's prosperity. But the peasants have come to the conclusion that they do not

enjoy a just and sufficient share in the general well-being. Hence their revolt, and the excesses to which they have abandoned themselves."

While genuine anti-Semitic fanaticism has had little or nothing to do with the riots, says the London *Jewish Chronicle*, political intrigue is largely accountable for them. This important organ quotes Mr. Cantacuzèno, the at that time Conservative Premier, as authority for its statement that the Liberals, under their ex-premier, Mr. Stourdza, made use of a family feud to stir up feelings against the Jews for the purpose of ousting the Conservatives, in which they have since succeeded. Thus:

"Liberal politicians, or the politicians belonging to the so-called Liberal party, have now used this land-hunger and the miserable position of the peasants to foment an agitation among the peasantry ostentatiously directed against the agent or the steward of the landowner, and have concentrated their denunciations upon a so-called 'trust of Jewish farmers,' the Fisher family, who hold the lease of some of the best land in the districts of Botoschani, Jassy, and Suceava. This agitation has been started by the former prefect, General Pilat, a near relative of Bratiano, who out of personal enmity and for financial reasons has openly avowed and had sworn his intention of being avenged on the Fisher family. A couple of years ago this hostility went so far that a brutal assault on the high road was committed on one of the daughters of Fr. Fisher, by an army officer, a friend of General Pilat. The former Prime Minister, Mr. Stourdza, and the family of Bratiano, the leading personalities in the Liberal party, have continued their



KING CHARLES OF RUMANIA, WITH HIS QUEEN, "CARMEN SYLVA."

This monarch's proclamation has been the "big stick" in demolishing the land trusts of his realm.

attacks and have helped in instigating the tragic events which, for the first time, have happened on the soil of Rumania. The peasantry have been induced to believe that their troubles were caused by the Jewish farmers, agents, and shopkeepers, and that if the Jews would be driven away they could obtain the land at a nominal price—at less than half its worth. Thus an agrarian agitation, which is sure to assume formidable proportions, has been started in those lands held under lease mostly by the Fisher family."

The destruction of property and acts of murder and personal

violence against the Jews, says the *Hamburger Nachrichten*, have been carried on under the leadership of Russian agitators, some of whom have been captured and imprisoned. According to the *Revue Diplomatique* (Paris), Mr. Cantacuzèno-Paicano, while Rumanian Premier, took every measure to check the rioters and protect the Jews, of whom 2,000 have passed through a single frontier town, Suczacoao, into Austria. Mr. Cantacuzèno, who is one of the greatest landed proprietors in Moldavia, is "beloved by the whole Conservative party on account of his generous character and devotion to his people," and is ready to make sacrifices for them. This he showed by his readiness to meet the suggestions of his political adversaries, Mr. Bratiano, in the Chamber of Deputies, and Senator Stourdza, the Liberal leader, both of whom have brought in measures condemning the Government for tolerating "the great abuses of the land-agent trust or syndicate." The Paris *Temps* says that the law since carried by the Premier has been instrumental in allaying the agrarian excitement, being accepted as it was originally suggested by King Charles, and incorporated in a proclamation whose terms institute a control over the estates of the landed proprietors.

This proclamation has revealed the real character of the King, we are told, battling against trusts in Rumania with the fearless independence with which President Roosevelt battles against them here. The proclamation has satisfied all the present requirements of the situation. It orders that the land trusts are not to hold more than 8,000 acres apiece, and provisions are made for introducing a practical peasant proprietorship, in the shape of leaseholds, granted by the state for an indefinite term of years. "These reforms," the proclamation says, "carry out the desires of the Sovereign and the Government, and all Rumanians are urged to promote the scheme of the Government in every possible way. The Government, while scrupulously enforcing the laws and avoiding injustice, will at the same time vigorously suppress all disorders and severely punish all who seek to profit by robbery."—*Translations made for THE LITERARY DIGEST.*

AN ENGLISHWOMAN'S PLEA FOR THE "UNWRITTEN LAW"

"JOHN STRANGE WINTER" (Mrs. Arthur Stannard, F.R.S.L.), the author of many popular novels, writes an article in the London *Rapid Review* in defense of the "unwritten law." This law she would like to see recognized by the courts, and to break the written mandate of Decalog or statute-book by obeying the unwritten one she considers not only justifiable, but sometimes even "glorious." She also mentions somewhat regretfully the abolition of the duello as driving men who quarrel to the courts, which is a way of settling things "not as clean as those which used to be taken in the old days." If the case involves a woman's name or honor the publicity of the law courts is likely to leave her with a reputation somewhat blown. This can only be avoided in certain instances by recourse to "direct" instead of "official means" of rectification. That is by an appeal to the "unwritten law." To quote her remarks on the English attitude in this matter:

"Since dueling went out of fashion, or, more correctly, was put down by the strong hand of the great Duke of Wellington, the standard of honor in this country has been entirely altered. It is not now as high as it might be.

"Where men once took redress at the point of the sword or adown the shining barrel of a pistol, they now seek it through the courts, and I am not saying anything against the law or against our sense of justice in this country, but it is a way which is frequently not as clean as those which used to be taken in the old days.

"It is somehow more in accord with one's sense of class, of dignity, and of manliness that a man, for instance, should resent

any tampering with his wife's honor by direct rather than by official means, and it is, in a certain sense, pitiful that a man should avenge his own honor by literally dragging his wife's name through the mud.

"It may be in some eyes a confession of weakness, even a going back in one's morals, but I must own to a feeling that even in the case of an erring wife it is regrettable that there should be any necessity for setting her up in a moral and social pillory to be gibbeted before the whole world. Better far the old way in which the wronged man promptly went out and killed the other."

This writer thinks that the English law is quite too severe and inexorable in murder cases. There is not sufficient allowance made for motives, instigations, the force of indignation, and the sense of outrage and dishonor. English judges seem to make no discrimination in the matter. Thus:

"I think it is much to be regretted that in England we do not borrow some of the wisdom of the French.

"For instance, we make practically no difference between a person who commits a foul murder, deliberate and cold-blooded, for pure motives of greed, and a man or woman who, in the heat of passion, brings to an end the life of one who has dishonored the home, broken the life's happiness of several persons, and indeed created a small social earthquake. I have always thought the French 'extenuating circumstances' so full of wisdom."

AMERICAN WEARINESS OF MR. ROOSEVELT

JUST as various straw votes taken by newspapers and politicians are indicating considerable sentiment in favor of a third term for President Roosevelt, we find Sydney Brooks declaring in the London *Monthly Review* that we are growing weary of him. The British, however, he says, retain all their early enthusiasm. "In Great Britain especially we are Rooseveltites to a man," he declares, and "more than any American since Lincoln, with whose practicality and idealism he has much in common, Mr. Roosevelt has imprest himself upon the imagination of Europe." Mr. Brooks thinks that in America this is not the case. Here, he says, "Mr. Roosevelt is emphatically the people's, and not the politicians', President." Moreover, among "capitalists and financiers," "preposterously eminent lawyers," "heads of gigantic businesses," and "railway directors," "not a word except in bitter disparagement of Mr. Roosevelt is likely to be heard." At Washington he is looked upon by some sections of the Senate as "a usurper." At any rate he is not considered "a conciliatory man," but a "disturbing and more or less unattached outsider." The public is familiar with and does not greatly object "to the perpetual interchange of recriminations between the White House and the Capitol." While the people at large consider their President the soul of honesty, "Washington declares that, while always preaching in public the need of the highest political morality, the President is not above resorting to devices that out-Tammany Tammany Hall." "The Tillman affair of last June," "the Bellamy-Storer controversy," "the circumstances that led to Sir Mortimer Durand's resignation," and "the appointment of Mr. Lodge and Mr. Turner to serve on the Alaska Commission" are things which Mr. Brooks thinks have nullified the President's influence among his own people as a reformer. To quote:

"Always to recognize that expediency is the essence of politics does not prevent one from initiating many reforms, but it does prevent one from carrying them out with complete thoroughness. The radicals not only in Washington, but throughout the country, altogether dispute the idea that Mr. Roosevelt is a man of strong convictions, fixt principles, and resolute determination. And I think it is probably the case that his constancy may easily be exaggerated, and that he is not, as Cleveland was, a last-ditch man. The people generally, however, overlooking his tactical skill in surrender and concession, attribute to him a capacity for heroic, if not purblind, resistance that is quite opposed to his theory of

politics. It is this habit that the nation appears to have fallen into, of attributing to the President qualities that are contradicted by his acts, that Washington most resents."

It is, however, as a preacher, an advocate of cardinal virtues, an unsparing inculcator of morality that Mr. Roosevelt is in danger of tiring out the public and the press, and stirring up revolts against his own personality, says Mr. Brooks, and he continues as follows:

"The country is ready to denounce any one who opposes the President as a plutocrat or a criminal or a traitor to his country. But I think I see signs that Mr. Roosevelt's moralizings are beginning to pall. Great as is the passion of the American people for being preached at, they are growing tired of having the Decalog thundered at them through Mr. Roosevelt's megaphone. In the sophisticated Eastern States, especially, the President's views on wife-beating, race suicide, the obligations of citizenship, the simple life, snobbishness, and kindred topics are voted thoroughly sound and estimable, but somewhat of a bore. Congress, too, is beginning to murmur at the endless messages which flow from the White House, and, as it showed in the matter of the President's spelling reform, is only too anxious to administer a snub when it can with safety. In the Southern States the President's negro policy appears to have made every white man his enemy. His handling of the Japanese question in California has infuriated the Pacific Coast, and severe Constitutionalists stand appalled by his glorification of the Federal Government at the expense of State rights."

The Socialists, we are told, the Labor party, and the anti-imperialists, all great talkers and ineffectual wind-bags, denounce and condemn "the big stick which hits no abuses" and the speechifier who promises and does nothing. In fact, the moral power of Mr. Roosevelt is passing away in his own country. In Mr. Brooks's words:

"The Socialists, of course, depreciate him as a man of his class, a talker and not a doer, and the Labor party, whose formation is by far the most momentous event in the American politics of to-

day, have little more sympathy with his policy. All the anti-imperialists, all who object to the enlargement of the Monroe Doctrine and who cling to the old ideal of American isolation and self-sufficiency, are banded against the President. Indeed, it is scarcely too much to say that the thinking few hold one estimate of Mr. Roosevelt and of his policy, and the unthinking many another. Whether in the course of the next year or two there will be an approximation between these two views is more than I can say; but I think it not unlikely. I am persuaded at any rate that Mr. Roosevelt has passed the climax of his Presidency, and that while there may be no such revulsion of feeling against him as has constantly swept popular idols into oblivion and contempt, his power of shaping events is now on the wane."

MR. BRYCE AS THE AMERICAN AMBASSADOR TO OTTAWA

ALL the Canadian papers quote the New York *Evening Post's* outline of the program which Mr. Bryce, the British Ambassador to Washington, is carrying to Ottawa as the alleged mouthpiece of Mr. Elihu Root. Mr. Bryce is somewhat sarcastically spoken of in some quarters as having changed his coat and his papers on crossing the Canadian border, where he is hailed as the "American Ambassador to Ottawa." Of the fifteen proposals contained in the program given by *The Post* only one has so far met with any serious discussion, and that is the article on "Tariff Reciprocity," concerning which *The Post* writes:

"Secretary Root proposed the adoption by Canada of the American tariff law against Great Britain and all other countries, and then to establish free trade between the United States and the Dominion. The Secretary does not believe this solution would be acceptable to Canada, it having been declined when suggested some time ago, and he has asked to be advised of the concessions Canada is willing to accord to American manufactures, offering in return to make every effort to secure a reduction of duty on Canadian raw products. Unless Canada is willing to admit American manufactures free, or materially to reduce the duties, he does not believe it advisable to enter into tariff negotiations."

These words have acted like a red rag to the Canadian bull. The press with one voice repudiates the proposal. Canada has been the victim of too much diplomatic surgery, observes the



FATHER TIME—"Going inside?"

—Judy (London).



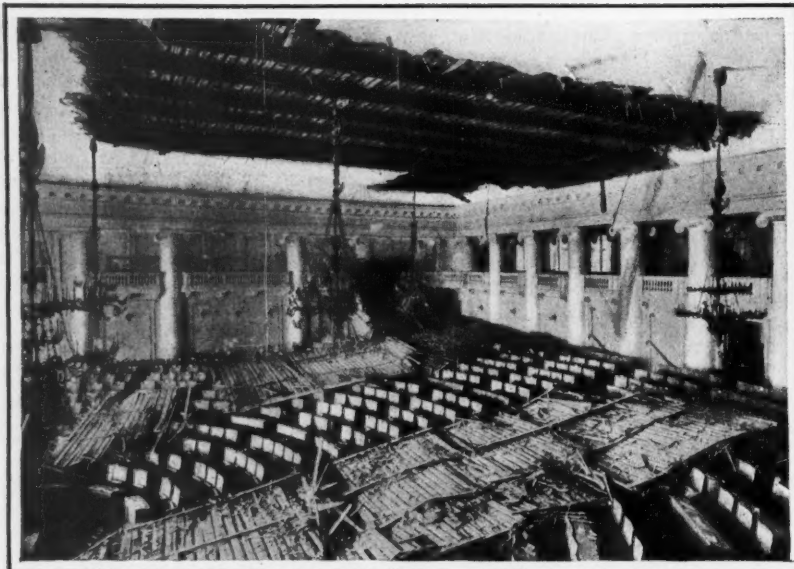
A RUSSIAN HONEYMOON.

NICHOLAS—"What! A present? Have you really got a little bomb for me, darling, in your pocket?"

DOUMA—"Yes, dearest. And haven't you a halter for me?"

—Fischietto (Turin).

SOME GRIM DOUMA SUGGESTIONS.



THE DOUMA HALL IN THE TAURIDA PALACE, WRECKED BY THE FALLEN CEILING.

Toronto *Evening Telegram*, and it urges Canadians to resist Mr. Bryce's "inevitable tendency" "to exhibit his skill in diplomatic surgery on the blunder-scarred anatomy of this young nation." "If the Right Hon. James Bryce would stay away from Ottawa the questions at issue between the United States and Canada would settle themselves." The London *Advertiser* predicts that Mr. Bryce will "leave Ottawa a wiser man," for in regard to reciprocity or free trade with the United States this paper says plainly:

"In Canada, thanks to the access of prosperity and the growth of the country, which have fostered a spirit of self-reliance, reciprocity with the United States is not now regarded as a matter of vital importance, certainly not as a boon for which this country would make any sacrifices. Mr. Bryce will soon ascertain the temper of the Canadian people upon this subject, nor is it likely one that he will care to press."

The advantages to Canada of trading freely with the United States are admitted by the judicious and influential Toronto *Globe*, which, however, adds these additional considerations:

"But it would be a disadvantage for us to adopt the American tariff, which is far more obstructive than our own. In the British preference we have made a splendid advance, and the whole Dominion responded to the relief afforded by that change. While we keep free from entangling treaties we will be in a position to make similar and further advances whenever they are warranted by public sentiment.

"If Canada should ever be in a position to adopt the British tariff policy, our manufacturers could defy all American competition, for a people hampered by thousands of tariffs could never compete successfully with rivals free to draw untaxed supplies from all parts of the commercial world."

Mr. Bryce's tariff proposals are "twenty years behind the times," declares the Ottawa *Free Press*, and "the same may be said of others of the proposals outlined in the New York *Post*." "The Dominion is not now ready to sacrifice her national future for the sake of tariff concessions from Washington." The "rather ambitious program with which Mr. Root is credited by his friends in the States" as evolving for Canada is scarcely taken seriously by the Montreal *Herald*, which thus comments editorially on Mr. Bryce's visit:

"Mr. Bryce can probably learn enough in the course

of a few days at Ottawa to familiarize himself with the Canadian view on all the matters which may come up for his consideration, but it will take a great many flying visits, either by Mr. Root or by Mr. Bryce, to arrange anything like a treaty between the two countries on all the points that have been mentioned."

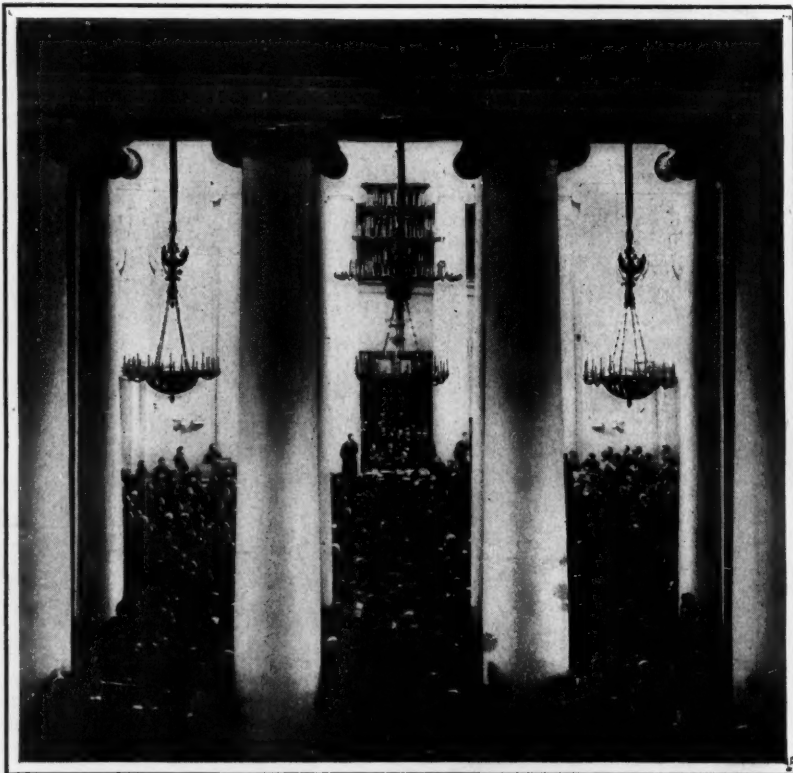
The *Daily Witness* (Montreal) politely suggests that the New York *Post* has fallen into an error and is telling a tale "preposterously incredible." This journal remarks:

"That a British ambassador to a foreign country should come to a British colony with a proposal that the said colony should form a customs union with the foreign country to the exclusion of Great Britain, is a story which even the New York *Evening Post* can not make us look upon as anything but an aberration. Mr. Root is the man who officially appropriated the title 'American' to the United States, and he now, according to his traducers, wants to appropriate America."

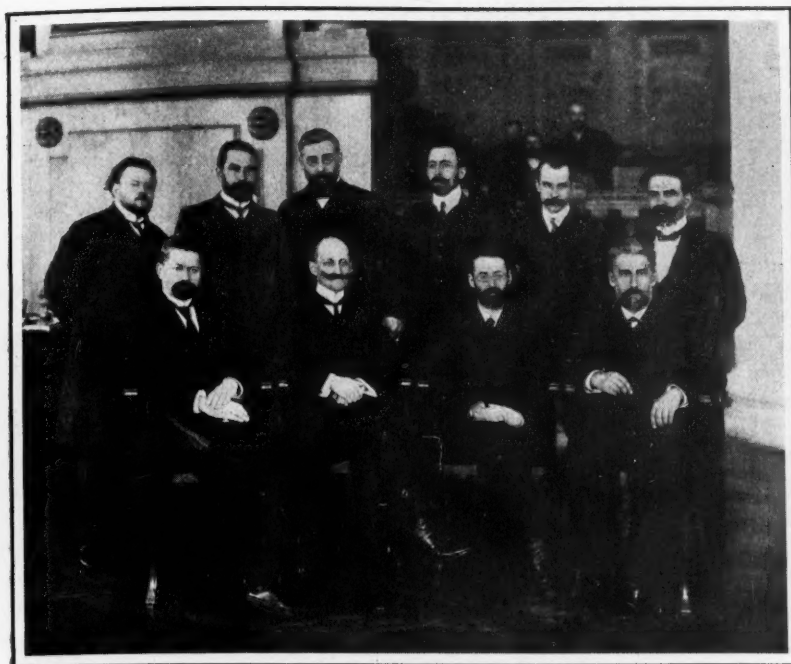
The comments of the other Canadian journals, while profoundly respectful, even eulogistic, toward Mr. Bryce personally, simply imply that he has been sent on a first-of-April errand.

HOW THE DOUMA TAMED ITSELF

EVER since Russia elected its second parliament, with a "red" majority larger than the first, both its friends and enemies have predicted its early dissolution. The French and German press reechoed the reactionary cries of some Russian newspapers and declared that Mr. Stolypine was fidgeting and the Czar fretting and predicted that in spite of President Golovin's shrewdness, calmness, and moderation, a few days would see the end of the popular assembly. It is now apparent, however, that the lessons taught by the first Douma have not been thrown away on the second one. In less than two weeks from the opening of the parliament there was a universal feeling, as voiced by the press, that there would be no excuse for a peremptory dissolution. Organs



TEMPORARY SESSION HALL OF THE DOUMA DURING REPAIRS IN THE TAURIDA PALACE.



THE PRESIDENT AND OFFICIALS OF THE DOUMA.
The President, Mr. Golovin, is seated, the second figure from the left.

of the bureaucracy, even, like the *Novoye Vremya* and the *Rossia* of St. Petersburg, express their approval of the bearing and utterances of the deputies. The latter paper declared that the Douma had passed its critical period, and gave promise of "serviceable legislation," while the progressive press adopted a cheerful tone. How was this transformation of the Douma brought about? The general answer is that the Douma, especially the extreme Left, had "tamed itself." The influence of the Cadets proved stronger than had been anticipated, while the Group of Toil and the Social-Revolutionist faction had realized the futility of incendiary oratory and futile denunciation and had decided to prolong as much as possible the life of the Parliament. Only one faction of the Social-Democrats has remained irreconcilable and warlike, and it has been found necessary to defeat it in a number of divisions by a combination with some groups of the Center and Right.

A new organ of the Leftists, the *Novaya Sili* (New Forces), explains the position as follows:

"So long as the masses have faith in the utility and beneficence of the Douma, the deputies who represent them are bound to do the work that the Douma is permitted to undertake. Those who are not willing to do such work have no place in the Douma. Hence it is necessary to come to an agreement with the Constitutional Democrats. The final result will be to disillusionize the people, to demonstrate to them the groundlessness of their expectations."

The Telegraph, another Leftist journal, writes in an even more conservative vein. It remarks:

"The people's representatives can not count on any direct physical support from the masses, while the moral support of intelligent society can best be secured and preserved by evidence of self-control and through the creation in the Douma of an atmosphere of quiet confidence and determination.

"It is clear what the first steps should be. It is necessary to continue the substantial work of the first Douma, avoiding tempestuous scenes and conflicts, and laying stone by stone the foundations of a new Russia.

"Continuity and calm attention to duty will further enhance the authority of the Douma, cement its tie with the nation, and make it increasingly harder for the Government to attempt arbitrary and bureaucratic rule."

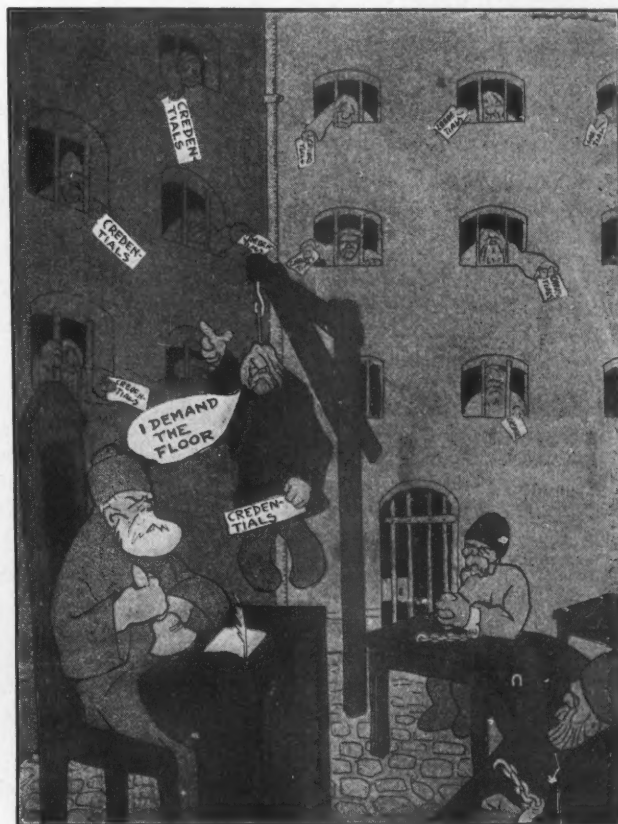
Other radicals say that protests and declamation could serve no other purpose than to discredit the present régime, which, how-

ever, is already so utterly discredited that the former tactics would be a work of supererogation. The Cadet leaders, in welcoming these sober utterances of their new allies, emphasize the folly of attempting to make a revolutionary forum of the Douma or of following the "street," with its agitations and disturbances. The street, writes Peter Struve, one of the present deputies from the capital, in the *Riech*, is revolutionary, not constitutional, and it would be suicidal for the Douma to echo its cries. The editor of the same Cadet organ, however, is of the opinion that the sobriety and self-restraint of the radicals in the Douma betoken a like mood in the masses of the peasants and workmen, who, he thinks, have learned from the terrible experiences of the year, with its repressions, drumhead courts, and reactionary terror, that the country can not be emancipated by rash and impulsive acts, threats, and sporadic disturbances. Such things only aid the reaction. The Douma stands where it did a year ago, but it will fight for its program with greater tact and ability.

Some journalists advise the still rebellious Social-Democrats to learn wisdom and opportunism from the German Social-Democracy, to abandon futile doctrinairism and revolutionary Utopianism for in-

telligent opposition to the Government.

From various accounts it appears that there are twelve important parties in the Douma, only two of which are conservative. The number of young men—under thirty—is very large, and the number of men over fifty much smaller than in the first Douma. There are only four Jews in this Douma, as against ten in the last one, the decline being attributed to dissensions over Zionism and to the vigorous anti-Semitic agitation of the several new reactionary organs in the Pale.—*Translations made for THE LITERARY DIGEST.*



A DOUMA SESSION AFTER STOLYPINE'S OWN HEART.
—Ulk (Berlin).

SCIENCE AND INVENTION

MOB CRIMINALITY

MOBs are proverbially ferocious; the crimes they commit are marked by brutality and violence. A mob is generally more brutal than any one of the individuals composing it; it seems to have a character and a will of its own. These facts are explained by what is now known of the psychology of the "crowd," or assemblage of persons, as contrasted with the individual. In an article on "The Crimes of Crowds," a contributor to *Cosmos* (Paris) says that during revolutionary periods, at the moment of social upheavals, "a wind of madness seems to breathe on many minds and we see men hitherto calm and honest, at least apparently, become like wild beasts." Those who witnessed the massacres of September, 1792, at Paris, say that on the third day the slayers seemed unable to stop. A homicidal delirium had seized them and, as several historians note, there were among them numerous hitherto peaceable citizens, in whom such instincts probably never would have been aroused but for the influence of the Revolution. Facts of the same nature were observed during the reign of the Commune at Paris and in certain strikes of recent years. The writer continues:

"These are particular cases of the suggestibility and impulsivity of crowds. In certain special conditions, an agglomeration of men possesses new characteristics very different from those of its component individuals. There is a sort of fusion of their sentiments and instincts; they have a collective mind and then constitute a 'crowd' from the psychologic point of view; this is what takes place in parliaments in the course of certain excited sessions, in public meetings, in knots of people in the streets. In such circumstances the conscious personality disappears or weakens, the psychologic automatism, the subconscious, alone acts. As Gustave Le Bon has remarked, in crowds not intelligence, but foolishness, is cumulative.

"The crowd thus defined is almost incapable of reasoning; it is suggestionable and impulsive, no matter what its composition may be. The mental quality of the individuals composing it is of no importance. From the moment when they become a mob, the ignorant and the educated are equally incapable of observation, equally suggestible and impulsive."

The following story of a collective hallucination is told to illustrate this remarkable suggestibility:

"The frigate *Belle-Poule* was cruising about at sea looking for the corvette *Berceau* from which she had been separated by a violent storm. It was in the middle of the day. All at once the lookout signaled a disabled vessel. The crew looked toward the point indicated, and all of them, both officers and sailors, plainly saw a raft crowded with men and towed by small boats from which floated signals of distress. The whole was, however, only a collective hallucination. Admiral Desbossés lowered a boat to go to the assistance of the shipwrecked crew. On approaching, the sailors and officers on board saw 'masses of men moving about, stretching out their hands, and heard the low confused murmur of many voices.' When the boat arrived it found simply a few branches of trees, covered with leaves, torn from the neighboring coast. In the face of such palpable evidence the hallucination vanished."

Gustav Le Bon, in his book on "The Crowd," says of this case:

"In this example we see very clearly the mechanism of the collective hallucination. On one hand a crowd in a state of expectant attention; on the other a suggestion made by the lookout signaling a disabled vessel—a suggestion which, by contagion, was accepted by every one present, officers and sailors."

The *Cosmos* writer adds:

"If a group of intelligent and dispassionate men may have collective hallucinations similar to that just related, we may easily account for suggestions and impulses to acts of violence in over-excited crowds.

"The mental activity of such groups is limited to anger, imita-

tion, and instinctive acts; automatism is freed from the control of the superior ego, and then the crowd kills, loots, burns, often without apparent motive.

"The history of the Paris Commune gives us numerous examples. I take from Maxime du Camp the following facts: 'What shall we think of the cobbler Ovide Noé, captain of the 7th company of the 248th battalion, who fired upon his own wife, the wife of a friend, and on his fellow soldiers, "without other object," he said, "than the pleasure of discharging his gun"—an amazing story. What shall we say of the coachman Pierre Miezecege? On May 25 at 11 A.M. he saw a certain Lelu, a currier, shaving himself before a window. He took aim at him, fired too high, and missed him.'

"The mob becomes unthinking in its massacres. It wants victims and wants them without delay. It would rather kill its friends with its enemies, or at least those that it takes for such, than to wait until they can be separated. [To quote further:] 'One of the conspirators threw his gun on the ground, seized the priests one by one by the arm and pushed them over the wall. Then one resisted and fell, dragging the conspirator with him; the assassins were impatient; they fired and killed their comrade.'

"I could multiply these examples, which show in a novel way how the contagion of murder operates under the influence of suggestibility and mob-impulse."—*Translation made for THE LITERARY DIGEST.*

ARE OUR RAILROADS TOO NARROW?

MANY of those who read these lines will remember the Erie Railroad as a "broad-gage" road; how it gloried in the fact, and how it was finally obliged to change to the standard gage. According to Mr. E. H. Harriman, this change was in the wrong direction; conformity to a standard is desirable, but all the other roads should have changed to match the Erie. Mr. Harriman predicts that within ten years the gage of our railways will have to be widened from the present standard of 4 feet 8½ inches to 6 feet. Railroad experts do not seem, however, to agree with Mr. Harriman. His reasons are that the steam-locomotive is near the limit of its development in power production, and that there would be great saving in cost if the present freight-car should give way to an all-steel car two feet higher, two feet wider, and several feet longer. Commenting on this proposal, *The Railway Age* (Chicago, March 22) says editorially:

"The cost of changing the gage would be colossal, even if the Colorado expedient of using a three-rail track, giving a track with two gages, should be adopted to make the change gradual. Not only would the initial cost of building new lines be greater than it is at present, but the enlargement of rights of way in both urban and rural territory would often be enormously expensive. Bridges, tunnels, warehouses, stations and docks, shops, roundhouses, freight-yards, and terminals would have to be in large measure redesigned. As time goes on, the interchange of traffic between electric street and interurban railways and the steam-railways is almost certain to cause a closer interlinking of the two systems. If the gage of street-railways is to be changed also, the streets in many cities will have to be rebuilt, and, in fact, there seems to be scarcely any limit to the expense of such a radical change."

It would be unfortunate, the critic thinks, to introduce at this stage different gages for steam and electric lines. Altho refusing to class the change among impossibilities, he is inclined to agree with the Boston *Transcript* that it "would belong in the class of undertakings with the adoption of the metric system and the acceptance of a universal language." To quote *The Railway Age* further:

"There is promise that the electric locomotive and multiple-unit control system can solve the question of motive power, no matter what the conditions of traffic in the future may be. The handling of traffic depends upon three factors, men, sufficient trackage, and plenty of equipment. At present the capacity of many railways is

limited by all three of these factors, but with the electric locomotive equipped with multiple-unit control the question of train length is a very simple matter. There is no doubt that the capacity of many existing roads can be vastly increased by electrification, and the cost of the entire change to electricity would certainly be far less than the expense of altering the track gage. The railroads of the future are sure to depend more and more upon electricity for their proper operation; electrified suburban service is the entering wedge which it may be expected will sooner or later drive the limited steam-trains from all rails carrying dense traffic. It has not yet been shown what can be done with the electric locomotive in hauling heavy trunk-line freight-trains, but all signs point to electricity as the accepted railway motive power of the future."

DRINK AND THE "DRINK-STORM"

THAT alcohol is not the primary cause of the abnormal or diseased state that physicians call "alcoholism" is a deduction made by an editorial writer in *American Medicine* (Philadelphia, March), from the results reported by some of the recent investigators of the subject. According to these, the disease would seem to be a periodical affection of the nervous system, and alcohol in large quantities is merely taken by the sufferer in an instinctive attempt to relieve it. Says the writer:

"The condition is said to be a form of insanity and in its periodicity it resembles epilepsy, of which perhaps it is an equivalent. The 'drink-storm' can actually be predicted, so regular is its appearance. It seems as tho the sufferer's daily method of living—perhaps even as a total abstainer—takes just so much time to fatigue the nervous system into a sleepless painful condition of great agony in which it demands a narcotic, and experience teaches just how much alcohol is needed for the purpose. After a certain period of this drugged sleep, the nervous system is able to do its work for another term. The sufferers are invariably of neurotic ancestry and generally show symptoms of nervous defects. They are of every grade of intelligence, from the stupid laborer to the man of genius, and from the idler to the busy man of affairs.

"The real cause of alcoholism must be found if it is not due to alcohol. All the temperance agitation and prohibition in the world will not stop the production of potential drunkards, if the real causes are not removed. After the condition exists it is permanent as a rule and the afflicted one will take other drugs if he can not get alcohol—supposing that there is a spot in the civilized world where liquor is not obtainable. The damage done by this abuse of alcohol is so great that we must find a means of combating it."

To say, as do the investigators above noted, that alcohol has nothing at all to do with the inception of alcoholism, would appear to the writer a mistake. He thinks that these specialists are going to extremes and that alcohol may be a factor in the production of the chronic nervous condition that they describe. He goes on:

"The sufferers begin excesses usually before twenty years of age, but that does not indicate that they are necessarily doomed. Perhaps they might grow into nervous stability in a few years, if placed in a proper environment.

"The damage done by the early drinking surely multiplies the original nervous fault. Yet as so many young men drink to excess—perhaps most of them—and as so few of them continue it after they get sense, it is quite evident that alcohol of itself, even when thus abused, has not done enough damage to result in the permanent condition. The healthy young man is immune. If he were not, some of our colleges would graduate an appalling percentage of chronic drunkards. The lesson to be derived is self-evident. If the physician recognizes the boy's tendency to periodicity, he must recommend that studies be stopt and the exhausted nervous system be built up by nourishing food and a year of outdoor life at easy labor which does not give much idle time. Even if it should be proved that the alcohol is not the main cause of alcoholic thirst, it is safe to presume that it is a factor, and that we should continue the present crusade for total abstinence in youth and early manhood. . . .

"The real effects of alcohol in small and large amounts are not

known to any greater degree than fifty years ago. The subject was brought up several times at the recent meeting of the British Medical Association, and the opinions expressed were so contradictory as to destroy each other. The alleged experts and specialists have produced a scientific scandal as bad as the war of experts in our malodorous court trials. . . . It is really disgraceful to hear one scientist say that alcohol is a food, and another deny it—and then squabble over the definition of a food. One therapist asserts that alcohol when properly used is a blessing in disease, and another says it is always a curse. One says it is always depressant, and another that it is stimulating and supporting in the right doses. One forbids it in weak hearts, and the other always gives it as he knows it saves lives. Then there are positive misstatements. This whole subject is one of medicine's scandals, and the profession owes it to itself to learn only facts and publish only facts, and then come to a unanimous opinion. In no other branch of medicine are there so many baseless opinions

"The International Antialcohol Congress meets regularly in Europe, and the reports of its proceedings are painful reading to one who wants to know the truth as to the effects of alcohol. Everything said against alcohol seemed to be well received, but anything in its favor met with a howling storm of protest. It was not an intellectual scientific affair, but an emotional ethical congress of those who know the evils of alcohol but do not know how to stop them, except by total abstinence. We regret to see full reports of these congresses in a scientific medical journal, for they do nothing but impede the present efforts of a few investigators to learn the real truth. The scientific work must be entirely divorced from the total-abstinence propaganda or any other non-scientific purpose. It has been so cursed by fanaticism—even in the colleges—that opinions on the subject are without the slightest value, and real scientific opinions are shamefully garbled."

This sort of thing naturally produces a reaction, and we need not be surprised that a number of the most eminent English physicians have just issued a signed statement asserting their confidence in the efficacy of alcohol properly used as a medicine.

Is the drunkard curable? The writer of the editorial note in *American Medicine* sorrowfully concludes that he is not. Dr. Gill, a British expert, in a recent report says that mental recoveries in a considerable number never go beyond a certain point and he classes nearly 50 per cent. of his patients as higher-grade imbeciles, while many others are weak-minded and unable to work—perhaps congenital neurasthenics. He goes on to say:

"Even in the smaller number classed as normal men, the mental recovery is very slow, so that the advertised methods of quick cure are fallacious. . . . Notwithstanding the fact that men of great or average intelligence might be afflicted, most of our inebriates are congenital defectives—even the drunken genius is a warped mental specimen. The inebriety is a result of their condition and not a cause. How dishonest, then, it is, to hold out the promise of cure, as many of the sanatoriums do! The present trend of thought among lawmakers is in the direction of the confinement of inebriates for life, and it seems to be founded on sound pathologic findings."

NEW YORK'S MANY SUBAQUEOUS TUNNELS—There are to-day more tunnels building under water in and around New York than in all the rest of the world together. This information is given to its English readers by *Engineering* (London, March 8), in the introduction to a series of articles on these tunnels. It says:

"A few years ago he would have been considered a bold man who would advocate the construction of tunnels under water, for the example of England was not encouraging, and the unfinished condition of the Hudson River tunnel was a solemn warning against undertaking enterprises of such a difficult and dangerous nature. It has come to be recognized that, in engineering works of magnitude or novelty, Americans are rather slow in making a beginning; but once the initial step is taken, they carry the work on with energy, enthusiasm, and perseverance, regardless alike of expense, difficulties, and dangers.

"The necessity for such tunnels became imperative with the extension of railway lines and the expansion of railway systems

when rivers, bays, or inlets had to be crossed. Bridges, in some cases, would interfere with navigation, the piers obstructing the channels. Brunel, Barlow, Beach, and Greathead are among the pioneers in the art of constructing tunnels under river-beds; and we may venture to say that the next few years will add new names to those that stand out already so prominently in the records of tunneling enterprise. The proposed tunnels under the Irish Channel, the Straits of Messina, the Strait of Gibraltar, and Bering Strait show the growing confidence that people have in the ability of engineers to overcome all difficulties incidental to underground operations. So much experience has been acquired in recent years both by engineers and laborers, that all such work can now be carried on with safety and rapidity; even the common people have ceased to consider the construction of tunnels under beds of rivers a dangerous or hazardous undertaking. Indeed, it may be said that accidents and casualties in subaqueous work are not more numerous or serious than those which have occurred in mining or in ordinary engineering operations. . . .

"At the present moment no less than seven distinct tunnels, formed of seventeen separate tubes, are being constructed for the purpose of connecting Manhattan Island, on which New York City stands, with the surrounding boroughs and cities."

A PRACTICAL PHILOSOPHER

IN his recent course of Lowell Institute lectures on what he calls "Pragmatism, a new name for an old way of thinking," Prof. William James, of Harvard, emphasizes the fact that nine-tenths of the bitterest disputes are really about definitions. When one faction loudly asserts that a certain thing is so, and another as loudly proclaims that it is not, the trouble usually is that the two sides understand different things by the word or phrase in question, and that each is right, provided its own definition be adopted. The "pragmatism" of Professor James appears to be merely the sort of practicality that inquires into the subject-matter of a disputed question with a view to settling it in some such way as this. In his second lecture, printed in *The Popular Science Monthly* (New York, March), Professor James expands this idea, elucidating it at the outset by telling a characteristic anecdote, as follows:

"Some years ago, being with a camping party in the mountains, I returned from a solitary ramble to find every one engaged in a ferocious metaphysical dispute. The *corpus* of the dispute was a squirrel—a live squirrel supposed to be clinging to one side of a tree-trunk; while over against the tree's opposite side a human being was imagined to stand. This human witness tries to get sight of the squirrel by moving rapidly round the tree, but no matter how fast he goes, the squirrel moves as fast in the opposite direction, and always keeps the tree between himself and the man, so that never a glimpse of him is caught. The resultant metaphysical problem now is this: *Does the man go round the squirrel or not?* He goes round the tree, sure enough, and the squirrel is on the tree; but does he go round the squirrel? In the unlimited leisure of the wilderness, discussion had been worn threadbare. Every one had taken sides, and was obstinate, and the numbers on both sides were even. Each side, when I appeared, therefore, appealed to me to make it a majority. Mindful of the scholastic adage that whenever you meet a contradiction you must make a distinction, I immediately sought and found one, as follows: 'Which party is right,' I said, 'depends on what you *practically mean* by "going round" the squirrel. If you mean passing from the north of him to the east, then to the south, then to the west, and then to the north of him again, obviously the man does go round him, for he occupies these successive positions. But if, on the contrary, you mean being first in front of him, then on the right of him, then behind him, then on his left, and finally, in front again, it is quite as obvious that the man fails to go round him, for by the compensating movements the squirrel makes, he keeps his belly turned toward the man all the time, and his back turned away. Make the distinction, and there is no occasion for any further dispute. You are both right and both wrong according as you conceive the verb "to go round" in one way or another practical fashion.'

"Altho one or two of the hotter disputants called my speech a shuffling evasion, saying they wanted no quibbling or scholastic hair-splitting, but meant just plain honest English 'round,' the majority seemed to think that the distinction had assuaged the dispute."

This anecdote Professor James considers a peculiarly simple example of the pragmatic method, which, he says, is primarily a method of settling metaphysical disputes that otherwise might be interminable. Is the world one or many?—fated or free?—material or spiritual?—here are notions over which disputes are unending. In such cases Professor James would try to interpret each notion by tracing its respective practical consequences. He says:

"What difference would it practically make to any one if this notion rather than that one were true? If no practical difference whatever can be traced, then the alternatives mean practically the same thing, and all dispute is idle. Whenever a dispute is serious, we ought to be able to show some practical difference that must follow from one side or the other's being right."

"A glance at the history of the idea will show you still better what pragmatism means. The word is derived from the same Greek term *πραγμα*, meaning action, from which our words 'practise' and 'practical' come. It was first introduced into philosophy by Mr. Charles Peirce in 1878. In an article in *The Popular Science Monthly* for that year Mr. Peirce, after pointing out that our beliefs are really rules for action, said that, to develop a thought's meaning, we need only determine what conduct it is fitted to produce; that conduct is for us its sole significance. And the tangible fact at the root of all our thought-distinctions, however subtle, is that there is no one of them so fine as to consist in anything but a possible difference of practise. To attain perfect clearness in our thoughts of an object, then, we need only consider what effects of a conceivably practical kind the object may involve—what sensations we are to expect from it, and what reactions we must prepare. Our conception of these effects, whether immediate or remote, is then for us the whole of our conception of the object, so far as that conception has positive significance at all. This is . . . the principle of pragmatism."

THE "NEW-YORK-TO-PARIS" RAILWAY IMPRACTICABLE

THE so-called "New-York-to-Paris Railway," across Alaska and Siberia, which has found some earnest advocates during the past few years, is briefly discusst and summarily disposed of by Alfred H. Brooks, of the United States Geological Survey, in the course of an article on "Railway Routes in Alaska" published in *The National Geographic Magazine* (Washington, March). Says Mr. Brooks:

"Alaska can obviously not be connected with the United States by rail except by a line through Canadian territory. When the new Canadian transcontinental railway, known as the Grand Trunk Pacific, which is to reach to the Pacific coast in latitude 54°, is completed, a branch could be extended northward, which could reach Fairbanks with 800 to 1,000 miles of track. While such a line would not encounter any serious obstacles, yet many water-sheds would have to be crossed, and as it would run transverse to the larger drainage channels, there would be heavy expense for bridges. A railway from Fairbanks to Cape Prince of Wales would require at least 600 miles of track. It is proposed to tunnel Bering Strait, which is 54 miles from headland to headland, but is broken by the Diomed Islands, lying about half-way between. While tunnels of the length required are probably not an impossible engineering feat, they are so far beyond anything of the kind as yet attempted that it must be a bold group of capitalists who would undertake it. Ferriage across the strait, difficult in summer because of the strong northerly setting current, is impossible during seven or eight months in the year because of the ice floes. As the strait seldom freezes over, communication without a tunnel would be entirely interrupted."

"This intercontinental-railway project, divested of its glittering generalities, amounts to this. The first 1,000 miles of track would parallel the Pacific seaboard and reach a point less than 500 miles

distant from tide-water by a more direct route. An additional 600 miles of track would be needed to reach Bering Strait, and this, too, would be in direct competition with deep-water navigation for at least a third of each year. Furthermore, to connect the two sides of the strait, as proposed, would require two tunnels more than twice as long as any hitherto constructed. The Siberian part of the route would appear to have even less justification, for here 1,500 to 2,000 miles of unsettled and unproductive territory would have to be traversed."

DUST AND DRESSES

COMMENTING on a reported edict of the municipal council of Prague, Bohemia, forbidding women to wear long dresses in the streets, an editorial writer in *The British Medical Journal* (March 16) remarks, under the above title, that this measure of practical hygiene has been tried before in various parts of the globe with doubtful success. He goes on:

"The genesis of the order would appear to be a possibly not ill-founded assumption that the height of the local mortality-rate—42 per 1,000—and the length of the dresses hitherto worn may in some degree stand together in the relation of effect and cause. The water supply of the city is bad, typhoid fever is prevalent, and ladies' dresses are regarded as aiding in its dissemination. However this may be, if this municipality can induce ladies to wear short skirts while walking it will have effected a useful object. . . . There is more than one evil in long skirts; apart from adding at least something to the weight to be carried, they increase mechanically the labor of what is in itself a very easy matter—putting one foot before the other—necessitate 'holding up,' and thus interfere with the natural swing of the body, and in various other ways lessen the enjoyment of what is in itself, and especially for women, one of the most healthful exercises possible. A still more grave indictment is that they collect dust, even if they do not actually sweep the ground, and this is a matter on which women, dainty as they are in most things, show a curious indifference. Provided the streets are not wet, they allow their skirts to touch the dirty pavements, sweep up and down omnibus and other steps, and along uncleanly floors, oblivious of the fact that dirt is dirt, even if it be dirt in the form of dust. Moreover, while it is recognized that boots should be wiped upon a mat at an outer door, no corresponding rule applies to dresses, which are more often than otherwise dusted in a bedroom or in an adjoining passage. This is not as it should be; all dust in a dwelling is undesirable, and skirts should be dusted in the open air with regularity and frequency, and their action as dust-collectors lessened as far as may be by their ending at least two or three inches from the ground. In the circumstances of modern towns, it may be a fallacy to suppose that typhoid germs are often, if ever, to be found in street dust, and it may even be that germs of any well-known pathogenicity are not commonly to be recognized; nevertheless, dust is undoubtedly a hygienic evil, and it is probable that it is responsible for more forms of ill-health than those of which at present it can be accused as the cause with anything like scientific certainty."

A CAUSE OF RAILWAY ACCIDENTS—That the present construction of frogs and wheel-flanges on our railroads is out of date and responsible for many of the recent accidents is asserted by G. S. Brantingham in *The Manufacturers' Record* (Baltimore, March 21). The writer asserts that in these two features railway progress has long been at a standstill. He says:

"The origin of the railroad and tramway was the crude trammelway built for freight or general merchandise. The trammelway has developed in two distinct directions—as a railroad for carrying passengers and freight over great and even greater distances, and the road or railway which is still used in the mine and in the colliery. And while the improvements in the building of railroads and equipment have almost daily been changed and improved in the way of electric signals, towers, automatic switches, heavier rail adopted by the American Society of Civil Engineers, steel freight-cars, both gondolas and box, with a carrying capacity of 100,000 pounds, larger ties, tieplates, rail-braces, angle-bars, making a continuous rail, larger and heavier locomotives to handle

the increased tonnage of trains which necessitated new bridges, in the whole entire new construction of roadbed, nothing has been done to improve the old rigid frog, guard-rail, and wheel-flange; these two dangerous elements are still the same, and with close investigation it will be found that a large percentage of wrecks and derailments can be attributed to the pounding of the flanges on guard-rails and frogs, where cracked and broken flanges are caused, and at the first curve the broken part comes in contact with the rail and the wheel 'rides' off it, causing wreck and loss of life. What is needed to complete and make perfect the enormous strides in railroad improvements in the last twenty-five years is the elimination of the rigid frog and guard-rail from the main line, giving a continuous rail under fast and heavy traffic and increasing the metal in wheel-flanges. With such improvements on any trunk line with heavy traffic, wrecks will be a thing of the past as far as caused by track conditions."

SCIENCE BREVITIES

REFERRING to a recent epidemic of typhoid, in which during a single month there were nearly a thousand cases and seventy-five deaths, *The New York State Journal of Medicine* (March) says: "The money loss in that single month alone would have been sufficient to have constructed an entirely new water system. The negligence of the municipalities in connection with this disease has become notorious. Some day a court will be convinced of the negligence; and then the door will be opened for the recovery of damages, and perhaps the municipalities will prize more highly the monetary cost of the negligence than they do the health of their citizens, and we shall witness a general cleaning of the water supplies."

REGARDING the various schemes for utilizing the earth's heat by boring into the crust and boiling water at great depths, Mr. George N. Cole, of this city, writes us as follows: "Water at the depth of 12,000 feet would be under a natural pressure due to head of 6,000 pounds per square inch. We will have to depend on equations I have no time to look up, to see what the temperature would be at which water under that pressure would start to generate steam. Tables fail me for those pressures. Under a pressure of 300 pounds per square inch water will not generate steam until it is raised to a temperature of 421.83° F. (which is about 216.6° C.). So you see that you have to arrange a power-station at the bottom of your drive to . . . remove the pressure."

COMMENTING on a recent Associated-Press dispatch in which the Italian astronomer Matteucci was quoted as predicting that within a few weeks the earth would strike the tail of Marchette's comet, with dangerous consequences, a correspondent of *Science* writes to that paper: "Now does the Associated Press believe this, and has it made any provision against such catastrophe; or has it merely preempted the right to say 'I told you so'? Every one recognizes the attempted scare as one of the vapid jokes of an Associated-Press agent. No one is soft enough to be hoaxed, and no one has suffered from the stupid fake, except a few frightened invalids and that particular Press Association itself which allows its name to be used as guarantor for such folly. Luckily there are other press associations, whose reputations are above sending such stupid cablegrams, or making their patrons pay for such nonsense."

To a correspondent who asks how one may tell when water has been mixed with gasoline, *The Automobile Magazine* (New York, March) answers as follows: "If the water is mixed with the gasoline, the best plan to find it out is to put about a spoonful in a saucer and set fire to it in a safe place. All the gasoline will burn up and leave the water behind. Another way is to run the mixture through a bag made of chamois leather, when the gasoline will pass through, but the water will remain behind. If water in the gasoline has settled to the bottom of the tank it will pass into the carburetor and prevent the engine from starting. If the carburetor is permitted to overflow, one can tell by the touch if water is running through. To become familiar with this touch, dip the fingers into gasoline and rub them together, then do the same thing with water. A different sensation is felt between the two fluids."

In regard to an article, quoted recently in these columns, on the production of power by burning city refuse, Henry Floy, the engineer whose report on the subject was mentioned therein, writes to us as follows. "No one acquainted with the subject would think of recommending that an electrical generating station burn city waste for fuel if the only object sought were the production of electricity, on the other hand, where city waste must be disposed of, its incineration may yield heat that can be profitably utilized in an electric plant and the cost of disposal thereby reduced by the thermal value of the waste. This method of cooperation between two city departments has been advantageously and profitably carried out, particularly in England and on the Continent, and conditions in this country are now arising which will, in my opinion, necessitate our following similar methods. . . . The principal conclusions of my East-Orange report are, briefly: First. That the incineration of the total city waste will not produce sufficient power to furnish first-class illumination of all the city streets. Second. The incineration of all the garbage and rubbish (which is now thrown on a city dump) can be successfully carried out at an increased cost of only about \$4,600 per annum, securing much more sanitary results than is possible under the present system. Third. The city's garbage and rubbish are worth about \$1,000 per annum as fuel if burned and the heat utilized in an electric plant, because it would save that amount of coal."

THE RELIGIOUS WORLD

HAS THE NEW-ENGLAND THEOLOGY PERISHED?

THE collapse of a great theology, if it has occurred, must be an event to cause more than a ripple in theological currents. This is what Frank Hugh Foster, D.D., in his "Genetic History of New-England Theology," says has happened to that historic form of the Christian faith; a school of thought that, he declares, "became the dominating school in New-England Congregationalism" and that denomination "took the initiative in the greatest forward movements of American Christianity in all its formative years." "This and other facts show how fully New-England theology is a world phenomenon."

Nevertheless, according to this author, this theology that at one time dominated American religious thought is gone, to leave scarcely "a wrack behind." He says:

"But nothing is more remarkable about it than its collapse. At the beginning of the year 1880 it was in control of all the theological seminaries of the Congregational denomination, with possibly a single exception, and of some of the Presbyterian. At Andover the chair of theology was occupied by Park, at Yale by Harris, at Oberlin by Fairchild, at Chicago by Boardman. Fifteen years later these teachers had all been replaced, and in no case by a man who could be considered as belonging to the New-England school. It had endured more than one hundred and fifty years; it had become dominant in a great ecclesiastical denomination; it had founded every Congregational seminary; and, as it were, in a night, it perished from off the face of the earth."

While the New-England theology had some achievements and excellencies to its credit, it finally failed precisely because of its Calvinism, including a determinism in which volitional freedom was apparent, only, and the will in fact constrained by divine sovereignty. We read:

"Calvinism exalts the sole causality of God; and New-England theology found a scheme of determinism essential to the maintenance of that causality. It felt the force of the argument from consciousness for freedom; and that argument almost carried the day. But to save the Calvinism, at last the word went forth for determinism; and when the new theology uttered this fiat, it pronounced at the same time its own judgment. Determinism belongs with materialism. The church was moving onward to a conflict such as it had never seen, with materialism in philosophy and with the materialistic spirit in practical life. On the one side stood the theory that the body is the man; that there is no soul, but all his thoughts and passions and purposes are the fruit of his brain; that, therefore, every human phenomenon stands under the strict law of cause and effect. Every deterministic theology is the unconscious ally of this theory. On the other side stood Christianity, teaching that man is an immortal and spiritual being, possessing a body as the organ of impressions and of activities, and posess of personality and freedom as his inalienable characteristics. The Christian Church knew it needed a philosophy which could sustain this position. It needed a clear doctrine of freedom, practical and theoretical. When New-England theology refused to give it such a doctrine, the church turned away from it."

Nor was the content of this theology worse than its method. It fell at last before the inductive philosophy, just as *a priori* science gave way to the method of Bacon and the modern scientists. Thus:

"The theology had not fully grasped the meaning of the inductive method, because it did not yet know what it means to obtain the facts upon which an induction can be based. It had no conception of such processes of research as those by which Darwin got at the facts upon which he founded his theory of evolution. Its failure to appreciate Darwinism largely flowed from its failure to understand how comprehensive and thorough his experiments had been. However hospitable some of the leaders, like Park, were to all new ideas, and however careful to clear the way for any future prevalence of Darwinism, still the system was too fully

committed to a multitude of presuppositions, such as the special creation of every human soul, and the entire separation of humanity from the animal world in dignity and meaning, to be able to survive the triumph of evolution as a philosophy of man and of life. . . .

"Its failure to get any satisfactory answer to the objections to the doctrine of depravity, its reference of the corruption of human nature to a 'divine constitution,' its blindness to the help offered it in its last days by the Darwinian doctrine of heredity, further accelerated the day of its own rejection. A theology which resorted for the defense of the most important Christian doctrines to an '*ipse dixit*,' even if this self-contained and unanswering authority were that of the Bible, was thereby condemned—yes, self-condemned, since its great principle and the driving force of its long theological labors had been that whatever was Biblical was therefore rational."

While Dr. Foster does not look for any revival of this perished school of thought, he sees in the present conflict, between the evangelical and the naturalistic wings of the church, the possibility of a recrudescence of some of its ideas. He says:

"If this great contest be decided in the favor of the evangelical theology, then the fundamental distinctions by which the New-England fathers sought to define the holiness of God and bring the virtues of man into harmony and likeness with it, their emphasis upon the work of Christ, their better conception of the freedom and activity of man, will no doubt receive renewed attention. If the interval shall have sufficed to break certain illusions which they cherished, it will not have occurred in vain. The future evangelical theology even of New England will not be 'the New-England theology,' but to it that theology will then be found to have contributed some of its most important principles."

EMOTIONAL BASIS OF RELIGIOUS FAITH

NEITHER argument nor authority furnishes the basis for the belief of the large proportion of the religious community of the day, thinks Prof. James B. Pratt, of Williams College. The proper basis, he avers, in a recent work called "The Psychology of Religious Belief," is the "private experience" which finds its seat in the "great background region of our experience." The time is not far distant, he thinks, when this inner experience will be recognized as the only sure basis of religious belief. Not what we believe, he points out, but why we believe is a question of paramount importance in religion; for *that* we believe, that large numbers of the human race at least persist in believing in the face of every objection, and that the number of believers is increasing every year, constitute one of the most striking psychological phenomena of this age of religious doubt.

The nub of the "why" of belief is contained in Professor Pratt's analysis of the elements that enter into psychic life. Discarding for the time the favorite divisions of intellect, feeling, and will, he approaches the subject of the psychology of religion from another aspect. There are in consciousness, roughly speaking, two divisions, which he calls the "center" and the "fringe"—"the closely reasoned product of articulate thought and the unreasoned, intuitional, or emotional product of feeling." The antithesis is between the rational and the non-rational, not the irrational; between the reasoned and the instinctive. Speaking in behalf of the "fringe," hitherto so much neglected as a factor of belief, he says:

"The whole man must be trusted as against any small portion of his nature, such as the reason or perception. These latter should, of course, be trusted, but they should have no monopoly of our confidence. The ideals which have animated and guided the race, the sentiments and passions which do us the most honor, the impulses which raise us above the brutes and which have been the motive forces of history, the intuitions which have marked out the saviors and saints and the heroes of our earth, have not come

from the brightly illumined center of consciousness, have not been the result of reason and of logic, but have sprung from the deeper instinctive regions of our nature. The man as a whole and the instinctive origin of much that is best in him deserves more consideration than it has sometimes received. For the instinctive part of our nature, in part conscious, in part unconscious, is ultimately the dominating factor in our lives and the source of most of our real ideals."

Professor Pratt's insistence on the immense and vital importance of our instinctive life, as manifested in the feeling background and as seen particularly in the religious consciousness, leads him to make a new and important grouping of the stages of religious belief, stages which the race has gone through and which the individual goes through, epitomizing in himself the religious experience of the race. He analyzes in this way:

"Religious belief may be mere primitive credulity which accepts as truly divine whatever is presented to it as such; it may be based on reasoning of various sorts; or it may be due to a need of the organism, or to an emotional experience or intuition—an unreasoned idea springing from the background and bearing with it an irresistible force of emotional conviction. These three types of religious belief are 'the religion of primitive credulity,' 'the religion of thought' or 'of the understanding,' and 'the religion of feeling.' . . . The feeling background is, as I have indicated, the spokesman and the mouthpiece of the organism and its instincts. It has long been a recognized fact that the instinctive and unreasoned reactions of the organism are often more certain, more swift, more appropriate, than the actions which are the result of conscious choice. The same kind of appropriateness, the same kind of adaptability to a present situation, the same kind of wisdom, belongs to the instinctive beliefs, if so we may call them, in which the feeling background voices the demands of the organism. Such a belief is hardly to be eradicated by argument. Its roots go deeper into the organic and biological part of us than do those of most things whose flowers blossom in the daylight of consciousness."

Confirmation of this theory the writer found in an investigation of the nature of the beliefs held by religious people of to-day to whom he applied the "questionnaire" method. A series of printed questions were addressed to two typical classes—church people, and a somewhat motley collection of intellectual people. Of eighty-three responses fifty-seven came from the first class and twenty-six from the second. Three of the respondents did not believe in any sort of a god, and for various reasons the number of available cases had to be reduced to seventy-seven. From this number Professor Pratt derived what might be called a "straw vote" on the subject of religious belief. The replies naturally fell into the three classes of religious belief. Almost exactly half of the "typical religious people" were in the stage of "primitive credulity"; there was then the second class to whom some sort of reasoned argument was necessary as a basis; and there was the very large third class of "emotional belief." The writer comments as follows:

"The great majority of the third class of believers is made up of those whose faith is dominated and controlled by a touch of mysticism. My results indicate that these quasi-mystics form a very large class, 40 out of 77 respondents belonging to it, while 16 more claimed to have had the experience referred to in the questions. These figures are certainly significant. That 56 people out of 77 should believe firmly that they have been in immediate communion with God is a striking fact. . . . The data point decidedly to the great preponderance of affective experience over reasoning and authority as a basis of belief. The importance of the affective life in the religious belief of my respondents is especially striking if we consider only those whom I have called the 'church people,' 32 out of 55 being of the mystic type, while all but 8 of the 55 were persuaded that they had experienced God's presence. If my respondents are really fair samples (as I believe them to be) we may conclude that belief in God to-day, with a large proportion of the religious community, is based not on argument, nor on authority, but on a private experience springing from that great background region of our consciousness which I have

called the feeling mass, and which is intimately bound up with life and all that life means.

"The time is coming and is, I believe, not far distant, when this inner experience, this spiritual insight, will be recognized as the only sure basis of religious belief. This evidence which all the mystics bear to a vast reservoir of life beyond us, which is like ours and with which our life may make connections, is the one dogma of the religion of feeling. And as the many dogmas of the religion of thought follow the many dogmas of the religion of primitive credulity into the museums and the history books—the ghost world of departed faiths—this one dogma, if religion is really to last, will be seen in its true light as the one doctrine of the real religion of humanity because it is founded on the very life of the race."

A SANE ESTIMATE OF DOWIE

VITUPERATIVE and satirical things have been plentifully said about Dowie since his death; but here and there efforts are being made to estimate him more discriminately. Once believed by hundreds to be a prophet of the Lord, he is now almost universally repudiated as a fraud. "A fraud he may have been," says Dr. William E. Barton in *The Advance* (Chicago, March 28); "a fraud I think he was; but to call him a fraud and stop with that is not an explanation of his power." Dr. Barton has, by his own account, been a student of the career of Dowie. He heard the sermon on June 2, 1901, in the Auditorium in Chicago, when Dowie announced himself as the incarnate Elijah, and he also rode with Dowie in his private car on April 28, 1906, when he reentered Zion after the Voliva revolt. Frequent opportunities between these two dates were afforded the writer for studying the Zion prophet. As to Dowie's sanity Dr. Barton writes:

"First of all, I think he was essentially sane. His mind broke toward the end, and there were hallucinations and visions in earlier years; and there was a vanity that was a close approach to insanity. But he was not much more insane in his astounding claims than the people who conceded them; and those, as I estimated on the day when he proclaimed himself Elijah, were not less than four thousand out of the six thousand then present. They were intelligent people, too, for the most part; not quite as discriminating as the reader and myself, but not insane and no fools, unless the courtesy of that term be extended to include a good proportion of our mutual friends. As the world goes, Dowie was reasonably sane, and so were the people who accepted him as Elijah. And that shows that a good deal of the sanity of the world is relatively non-productive."

Dr. Barton has "no doubt that Dowie was a decent man in his private life." Upon the point of alleged immorality he writes:

"The telegram sent him by Voliva and his confederates suspended him from membership for 'polygamous teaching and other grave charges.' I have heard from his enemies the charges which they were prepared to make in support of their accusation, and they are trivial. There were some acts of folly, but they stopt far short of presumptive guilt; and the principal witness relied upon to prove the most serious charge was an insane woman whose morbid imaginings did not stop with Dowie, but included some of the very men who accused him. Ever since his return from Mexico, and the publication of the charges against him, Dowie demanded to be confronted with the proof; and no proof was forthcoming. I believe from the statements of the men who made the charges that in that matter they overreached themselves, and that they had no proof of the sins alleged."

The good that Dowie accomplished is attested by facts patent to all, as Dr. Barton shows. "His cures are as numerous in proportion and as good in quality as those of the divine healers and the Christian Scientists, . . . and the stories about his demanding pay as a condition of help need qualification." Apart from this, Dr. Barton avers, he did great good to many men in their spiritual lives. Thus:

"He preached a gospel of restitution and righteousness. He kept his lawyer busy devising ways in which money dishonestly

obtained could be restored. The conscience fund of the United States Government prospered under his preaching. He saved men from whisky and tobacco. He saved them from licentiousness and shame. He saved them to life in a decent little city with a low death-rate, and with freedom from profanity, tobacco-smoke, and saloons. He took tithes from them, but many of them had been accustomed to pay more to the saloon than they paid to him, and got less for their money. Some forms of faith-healing involve a denial of part of the Gospel; but Dowie preached the Gospel plus."

The writer expresses his conviction that Dowie believed in his mission. To quote:

"It seemed to me that Dowie was sincere in his desire to improve the condition of his converts religiously, socially, and morally; that he believed in himself, if not as Elijah, then at least as a man with a mission of very wide application and large significance. As I heard his Elijah sermon it seemed to me I could almost detect the half-conscious crossing over from the sincerity of his faith in his mission to the pretense of his claim to be Elijah. I may have been wrong as to the place, but that there was such a transition I am confident; and he skated over thin ice in a portion of that sermon, and revised it with some care before he permitted it to be printed. I think that at some point in his own estimate of himself and his mission Dowie passed over by the bridge of vanity and love of power into half-conscious imposture, half-veiled from himself by the fact that he used his power for the accomplishment of good. Dowie was a vain man, a man of inordinate egotism, a man who loved money and power. Not lust nor wine nor madness are needed to account for his pretensions, but only love of power and display, with vanity and greed of gold, adorned by the halo of accomplishing good.

"He was positive, and people like a man who believes in something, if only in himself. He was industrious, working almost night and day, and shortening his life by his tremendous labors. He was an autocrat, and people like to be ruled, for a while; then they grow tired of it, as they grew tired of Dowie."

Had Dowie possessed physical strength when he returned to Zion last April, "he might almost have retrieved his fortunes in Zion, for Zion is weary of Voliva and longs for the faith and finery of old days." So Dr. Barton analyzes the present situation, and concludes with the reflection that "while it is easier than some people suppose to establish a religion and draw a crowd, there is a day of judgment for even the partially honest pretender."

LINCOLN'S CHRISTIANITY

MUCH interest has recently been evinced in the question as to whether Lincoln could properly be called a Christian. Dr. Lyman Abbott, whose views we quoted in THE LITERARY DIGEST, December 22, defined his religious position as "agnostic." Gen. Horatio C. King, in an article in *The Christian Work and Evangelist* (New York), now asserts that Lincoln, in all respects save that of church membership, was a Christian. "If it is necessary to be a church member in order to be a Christian, then he was not a Christian," says General King, "but judged by other standards, by his conduct, by his exalted ideals, by his humanitarianism, his love for his fellows, his conscientious devotion to Christian principles, and his regular attendance upon church worship, then he was a Christian."

Lincoln's only published utterance concerning church membership is quoted by the writer to show the simplicity of his faith:

"I have never united myself to any church, because I have found difficulty in giving my assent, without mental reservation, to the long, complicated statements of Christian doctrine which characterize their Articles of Belief and Confession of Faith. Whenever any church will inscribe over its altar, as its sole qualification for membership, the Savior's condensed statement of the substance of both law and gospel, 'Thou shalt love the Lord thy God with all thy heart, and with all thy soul, and with all thy mind, and thy neighbor as thyself,' that church I will join with all my heart and all my soul."

General King continues to make citations showing the sincerity of Lincoln's devotion:

"He was not a communicant in any church, tho, while a resident in the White House, he was a regular attendant at the New York Avenue Presbyterian Church, of which the Rev. Dr. Gurley was pastor. That he was sincerely devout in his belief and professions, his frequent letters and addresses clearly show. 'They bear,' say his biographers, 'the imprint of a sincere devotion and a steadfast reliance upon the power and benignity of an overruling Providence.' Let me cite a single example:

"When I left Springfield I asked the people to pray for me; I was not a Christian. When I buried my son, the severest trial of my life, I was not a Christian. But when I went to Gettysburg, and saw the graves of thousands of our soldiers, I then and there consecrated myself to Christ. I do love Jesus."

JESUS ON INTERNATIONAL PEACE

A BOLD and trenchant application of one of Christ's discourses to the maintenance of international peace is very ingeniously made by Dr. Lyman Abbott in *The Homiletic Review* (New York). He declares that the Founder of Christianity has actually and specifically stated the steps which the nations ought to take in putting a stop to war, by deciding on the merits of a *casus belli* under whatever circumstances it may crop up and then enforcing their decision on the parties interested. He paraphrases Christ's words in a well-known passage as meaning,

"If you have a difficulty with your neighbor, first try to settle it by diplomatic friendly conference. If you can not do it that way, get two or three other men and see if through their intervention the matter can be settled. If not, then appeal to the community and let them settle it, and if your opponent won't accept their decision then have nothing more to do with him."

The nations should proceed in the same way; if diplomacy fails, they should resort to arbitration by means of an international tribunal, such as The Hague Conference proposes establishing. On the enforcement of such decisions as the Peace Tribunal may make Dr. Abbott says:

"One of the great objections to the plan proposed at The Hague Conference has been this: There is no way, it is said, of enforcing the decisions of that court. When a court or state issues its decree, the sheriff is ready to enforce it, but The Hague tribunal has no sheriff to enforce its decree.

"Christ points out the last step to be taken. It is a very simple one, but I think it will be very effective. Treat the nation that refuses to accept the decision of The Hague tribunal as a heathen and publican. That is, have nothing more to do with it. It won't be necessary to go to war. If a nation says after a decision has been rendered, 'We won't accept this decision,' all that is necessary will be to say: 'Very well, we won't take your imports, we won't send you our exports, we won't allow your people to come here, we won't have anything to do with you. We will treat you as if you were on another planet.' No nation could stand apart from any other nation. No army, no navy, no executive of the sword and scabbard would be required."

People will say this is impracticable. But Dr. Abbott thus meets the objection:

"It is often said that Christianity is not practicable. Why, my friends, it is the only thing that is. Is war a practicable method by which to settle controversies—war, with its desolations and cruelties of the battle-fields; the widow, the orphaned children, and the impoverished homes; with the fiery passions that it stirs up in the hearts of men, inflaming them with wrath like tigers, and followed with the corruptions which always follow in the path of war? Is war practicable—war, that never yet in all the history of mankind settled what is just, but only what is powerful; that never yet determined what is right, but only determined which of two wrestling powers is the greater power? Christianity is the only thing that is practicable after nineteen centuries of groping. We are gradually coming to adopt the method which so long ago our Master recommended to us for the settlement of difficulties between nations, between individuals, between communities, between persons. First, settle by conference; second, by consultation; third, by leaving the question of the issues to the judgment of the civilized world."

LETTERS AND ART

PITTSBURG AS AN EXPONENT OF ART CRITICISM

THE art collection being formed by the Carnegie Institute in Pittsburgh illustrates in its choice of subjects a critical view of painting that is rapidly gaining ascendancy. It illustrates the fact, so we are told by Mr. Frank Fowler, that "painting is rapidly passing out of its anecdotal and story-telling period, and devoting its medium to expressing the sentiment and moods of the natural world—the wonders and beauties revealed to trained and cultivated vision." Represented by the latter phrase is what the writer asserts to be the "legitimate means of expression" for painting. "It is not legitimate," he continues, "to endeavor to divert the mind by portraying in paint that which the medium of words could more effectively express—picturing a situation, dramatic it may be, or pathetic, which if verbally told would touch the feelings more powerfully than when attempted by means of form and color. The true province of painting is to awaken the emotions by which we respond to the charm and beauty, the grandeur, sublimity, character, and individual interest of 'things seen,' visually observed, as they are affected by varying conditions of light, grouping, and composition."

The "legitimate" field for the modern painter to exercise his art in is thus further detailed by Mr. Fowler in *The Review of Reviews* (April):

"The human form, or the forms of the animal world with their modeling, sinuosities, grace of structure, or ruggedness of shape, illumined by the light of heaven, and so controlled by a feeling for organized composition that they fulfil the function of satisfying the mind by a balanced and artistic presentation of quantity, space, and mass—these are the true subjects upon which the painter's skill may be spent. Then, too, the outside world of what we call inanimate nature—snow-filled air, the blurred forms of house, hill, and tree that reach the senses through a vague but moving sense of sight, partaking of a delicate color characteristic of the scene. The seasons—spring, with its sense of growing things, its still and fructifying air, opalescent in color and dim with the promise of bursting life; summer, with its strength of heat and fulness of leafage; autumn, its tonal sobriety and dignity of hue; and winter, with the anatomical definition of bare branches and marvelous brilliancy of sunlit snow. Then the sea, bright and joyous, or overwhelming in destructive volume and weight, or in its shimmering beauty under the moon.

"The hours of the day also come in for interpretation in modern art more generously than in the past; for did not Monet devote a whole series of canvases to celebrating the charm of the Cathedral of Rouen?—passing several years on his interpretation of the witchery of light as it shrouded or revealed, at different hours of the day, the splendid forms of this masterpiece of architecture.

"Thus, morning, noon, and night are subjects for the painter. The great Millet has something of interest to say of the hours that inspire fitting themes for the brush: 'Oh, how I wish I could make those who see my work feel the splendors and terrors of the night! One ought to be able to make people hear the songs, the

silence, and murmurings of the air.' In the fields at twilight, Millet said: 'See those objects which move over there in the shadow creeping, or walking. They are the spirits of the plain—in reality, poor human creatures—a woman bent under her load of grass, another who drags herself along exhausted beneath a fagot of wood. Far off they are grand; they balance the load on their shoulders; the sun obscures their outlines; it is beautiful—it is mysterious.'

"These are the themes, these the emotions that lift the spirit—these are among the fitting subjects to be interpreted through the medium of pigment. The dramatic, the sunny, the fragrant, the evanescent, the fragile, the strong!"

Mr. Fowler remarks with pleasure upon the receptivity of the Carnegie-Institute management to this view of the function of painting. "We have only to mark the contents of these galleries," he observes, "to feel how sane and wise has been the selection of the works thus far acquired—how generally modern, and of the best modernity, has been the choice; for up to the present the possessions are essentially modern." Two canvases are chosen from its possession to illustrate the contention of the writer. One of them is by Whistler, the other by Edwin A. Abbey. He contrasts them as follows:

"The first picture here that was acquired by purchase is Whistler's portrait of Sarasate, the violinist, which, if recalling, in tone, Whistler's well-known admiration for Velasquez, is still by a master who contributed much to the modern spirit of impressionistic painting. This sober canvas is most effective in its broad passages of simple tones, while in characterization of type it seems a poetical revelation of a musical temperament. The graphic constituents of this portrayal are so slight that one almost wonders at its power. An olive but slightly colored face, with insistent eyes, looks out at you over a white shirt-front, standing, violin held against the body, and bow in the right hand, continuing the line to the upper right portion of the composition. A fragile, delicate figure in black placed well back in the gloom of the interior. This is all, but it is compelling.

"There is this subtle and compelling quality in all temperamental painting which seems to distinguish it from that competent but colder craftsmanship, that conscious effort, with which other talents

construct a scene and present it with more or less force through the medium of form and color.

"Such a contrasting canvas is found in E. A. Abbey's 'Penance of Eleanor, Duchess of Gloucester.' Here, if you will, is a literary theme, for it is not a work painted for the sheer beauty of the subject, for the mere pleasure of mind that may be aroused by the play of light on noble forms and fascinating surfaces. This is not the single and inspiring motive of the painter; for has he not told us in the title that it is 'The Penance of Eleanor, Duchess of Gloucester'?—and to fully render the artist due appreciation we must have a conception of what this penalty is expiating, and admire the ingenuity of the painter for other qualities than those which belong properly to the painter's craft—for the skill with which he portrays, through facial expression, the workings of the mind of the punished and the punisher. This is far and away from the rôle painting is called upon to play and by just so much misleads the mind and distracts the attention from a purely critical



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WHISTLER'S PORTRAIT OF SARASATE.

One of the most valued possessions of the Carnegie Institute, Pittsburgh, which was reopened on April 10, after extensive improvements.

and artistic enjoyment of the canvas as a work of the painter's art. This is, however, competently wrought, and possesses richness of color, but fails to move directly through its confusion of mingled arts."

WHERE THE ELIZABETHAN PLAY-WRIGHTS FAILED.

PROF. BRANDER MATTHEWS has been looking into the reputations of the Elizabethan dramatists, and finds that they have been greatly overrated, let other critics say what they will. Swinburne may think pretty well of them, but his eulogy is "flamboyant and iridescent"; Brandes is guilty of wilful blindness, and Hazlitt and Lowell saw only the poetic side of the plays. Professor Matthews sees their shortcomings, and, in *The North American Review* of March 15, exposes them to public view. "They are great as playwrights only occasionally," he says, "and almost, as it were, by accident." Some critics would excuse the Elizabethans by claiming that it is unfair to judge their plays by modern standards, but Professor Matthews allows them no such shelter. Such an excuse is unavailing, he declares, because we "find certain principles of the art of play-making exemplified in the best dramas of Æschylus and of Sophocles, of Shakespeare and of Molière, of Calderon and of Racine, of Beaumarchais and of Scribe, of Ibsen, of Sudermann, and of Pinero"; therefore "it is not unfair to consider these as the eternal verities of dramaturgy, and to point out that Marlowe and Massinger fail to achieve an excellence of which we find frequent examples all through the long history of the drama, some of them a score of centuries before Scribe and Ibsen were born." Shakespeare himself is more often than not open to the same charge that may be made out against his contemporaries. He accepted the "conditions of a semimedieval theater" and aimed to please "a full-blooded public." He differed from his brother playwrights in that the others "could not climb with him"; on the other hand, "he not unfrequently sunk with them." The drama of the Elizabethans, says Professor Matthews, has "largeness of vision, and depth of insight, and the gift of life itself," yet "it is often violent, often trivial, often grotesque." "Reckless and ill-restrained, it is likely to be wanting in taste and lacking in logic. Energy it has above all else, and a compelling imaginative fire; but balance and proportion it rarely reveals." The faults of these plays are due, we are told, to two principal causes. One was that playwriting was profitable and attracted men who were poets and not dramatists. Another was that plays had to be adjusted to the audience that went to hear them. The writer puts the matter in this way:

"The absence of standards and the contemporary contempt of the acted drama account for many of the defects of the plays of that renowned period; but the chief cause is ever to be sought in the necessity of pleasing a special public, probably far more brutal in its longings than any other to which a great dramatist has had to appeal. The Athenians, for whom Sophocles built his massive and austere tragedies, and the Parisians, for whom Molière painted the humorous portrait of our common humanity—these were quite other than the mob before whom Shakespeare had to set his studies from life, a mob stout of stomach for sheer horrors and shrinking from no atrocity. It is the Elizabethan public which is mainly responsible for the fact that the Elizabethan drama, glorious as it is with splendid episodes, taken separately, has only a few masterpieces, only a few plays the conduct of which does not continually disappoint even a cordial reader. As Mr. Jusserand has pointed out, with the calm sanity which is characteristic of French criticism, it is not difficult to select many 'luminous parts, scenes brilliant or tragic, moving passages, characters solidly set on their feet,' but it is very rare indeed to find complete wholes sustained at a lofty level of art, 'plays entirely satisfactory, strongly conceived, firmly knit together, carried to an inevitable conclusion.'

"Why take the trouble to knit a story strongly and to deduce its inevitable conclusion, when the public the play had to please

cared nothing for this artistic victory? Not only did the playgoers of those days find no fault with the lack of plausibility in the conduct of the story, with sudden and impossibly quick changes in character, with coincidences heaped up and with arbitrary artificialities accumulated; but these, indeed, were the very qualities they most enjoyed. They preferred the unusual, the unexpected, the illogical, and it was to behold startling turns of fortune and to get the utmost of surprise that they went to the theater. To us in the twentieth century it seems strangely unnatural that the jealousy of Leontes should flame up violently and almost without pretext; but to them in the sixteenth century this was a pleasure. To us there is annoyance in the huddling of two and three several stories into a single play, wholly unconnected, the joyous and the gruesome side by side, and in no wise tied together; but to them this was entirely satisfactory, for it gave them variety, and this was what they were seeking. Where we like to find the finger of fate pointing out the inevitable end, they would rather have the climax brought about by the long arm of coincidence; and this is the reason why we must be ready to 'make believe' when we surrender ourselves to the charm of these semimedieval poet-playwrights. We must be willing to adventure ourselves in a maze of unreality, in a false world differing widely from the real world in which we live and in which cause must go before effect."

A RUSSIAN "EVERYMAN"

LEONID ANDRIEFF, the youngest and considered the most original of Russia's writers, has produced a drama that in scope and purport suggests the old English morality play "Everyman," made popular here by the performances of the Ben Greet company. Andrieff's production is, however, thoroughly modern in sentiment and ideas. It is described as "singularly fantastic, gloomy, and powerful"—"a series of pictures in dramatic form." All the critics, since its recent performance at a St. Petersburg theater, admit its absorbing and impressive quality while deprecating its startling array of horrors. Some speak of its "hellish cruelty" and "diabolical ingenuity" and wonder whether such a thing, with all its strength and imaginative force, is legitimate art.

The piece is called "The Life of Man," and is a dramatization of the five (not seven) ages of the ordinary mortal. It was written under the influence of a tragic event in the author's own life—the death of his wife. One of the author's innovations is the delivery of a strange prolog by "one in gray," and this "one" (a new form of Greek chorus) remains a passive but vigilant and awe-inspiring spectator all through the play. He stands in the background, visible to the audience, and oversees the performance, personifying fate.

The prolog is a summary of the play and a commentary on it. It is solemn and rather severe on the spectators. Here are its opening sentences:

"Behold and listen, you who have come here for amusement and laughter. Directly there will pass before you the whole life of Man, with its dark beginning and dark end . . . and I, whom everybody calls He, will remain the faithful companion of the Man in all the days of his life, in all his ways. Unseen by him and by those near to him, I shall be by his side unfailingly, when he is awake and when asleep, when he prays and when he curses. In the hours of joy, when his free and bold spirit mounts high; in hours of depression and dejection, when the spirit is oppress by deadly gloom, and the blood turns cold in his heart; in hours of victories and defeats, in hours of great conflict with the inevitable—I shall be with him, I shall be with him.

"And you who have come here for amusement, you who are doomed to die, behold and listen: the life of Man, fast-coursing, will pass before you, with its sorrows and joys, like a far-off and ghostly echo."

The accounts in the *Riech* and *Novoye Vremya* give the following idea of the contents of the scenes of this play:

The first scene is "The Birth of Man and the Sufferings of his

Mother." The mystery of birth, the sacrifice of motherhood, and the vulgarity of the surroundings in which man is often ushered into the world are depicted in this scene. The mother nearly dies, but the new being is started on his earthly career.

Poetry and sunshine fill the second scene, "Love and Poverty." Here the author paints the illusions, the brief happiness, the spiritual expansion of man. It is the period of ideals, dreams, courage, and pure, unselfish affection. The man has met his helpmeet, his friend, his wife, and there is magic and music in their speech.

The third scene is "A Ball at the Man's House." This is savagely satirical throughout. It reveals the hollowness, the insincerity, the pettiness, and meanness of ordinary society. It is filled with low intrigue, ignoble passions, envy, malice, and egotism.

This is followed by "Man's Unhappiness." The hero loses his child, his dear and cherished son. He is overwhelmed with despair and rage. He asks "Why?" and angrily, vainly interrogates the silent heaven as to the meaning of life and death.

Finally, there is the scene in which the hero dies—"The Death of Man." The man had not become reconciled to his great loss, had sought forgetfulness in drink, and had descended to the lowest depths of vice and degradation. He dies in a grog-shop, amid brutal and filthy creatures; he dies raving and cursing. The cycle is over. The thing that was Man has passed into non-existence.

The critic of the *Riech* holds the second scene worthy of Maeterlinck and the fourth of the deepest and loftiest classical tragedy. The whole he regards as an indictment of life and of death without a parallel in the world's literature, a work of philosophy and profound significance. The *Novoye Vremya* praises only the "ball scene" as a merciless and finely conceived satire, and criticizes the fourth and fifth severely, especially the fifth. Does



LEONID ANDRIEFF,

A young Russian dramatist whose play, "The Life of Man," is said by a Russian critic to be an "indictment of life and death without a parallel in the world's literature, a work of philosophy and profound significance."

man, it asks, die like a beast, intoxicated, bloated, crazed, and abandoned? Is this true to life, to human nature? It thinks the author's personal grief has blinded him to the very elements of artistic and moral truth, and expresses the opinion that "The Life of Man" will add very little to Andrieff's reputation as a playwright, artist, or student of the deeper problems of life.—
Translations made for THE LITERARY DIGEST.

PAGANINI'S SECRET REVEALED

THE secret of Paganini's method of violin-playing has been brought to light by an American, we are told. The discoverer is Mr. Robert E. Walker, of Paterson, N. J., whose achievement is vouched for by the young American violinist, Mr. Francis Macmillan, now playing in the United States after a successful European career. Hitherto no one, either a contemporary or a follower, has been able to fathom the mystery of Paganini's feats of playing, Mr. Macmillan asserts. "Satanic powers are ascribed to this incomparable genius, whose violinistic feats were far in advance of those of any of his predecessors or contemporaries, and which to this day have never been equaled." Musicians of his day tried to guess for themselves or wring from the master the secret of his skill, says Mr. Macmillan in *The Musical Courier* (New York, March 20). They never succeeded, as the following shows:



Courtesy of "The Musical Courier."

NICOLO PAGANINI,
The mystery of whose marvelous technique on the violin is now claimed to be revealed.

"Spohr, Ernst, and Vioti were often heard to declare that Paganini's genius was wholly different from and far above that of any other violinist who had ever come upon this earth. They frequently heard him, and went so far as to ask him to explain the mysteries of his system. He promised them to reveal certain of his methods which enabled him to build up a technic which so far overshadowed theirs, but he never fulfilled his promise, and when he died he failed to bequeath the secret of his extraordinary virtuosity to any one."

Mr. Walker's discovery, which he regards as the Paganini system rescued from oblivion, is indorsed, Mr. Macmillan declares, by "highly reputable violinists," and "several express the opinion that Mr. Walker's work will revolutionize the modern systems of violin instruction." Just how the discovery was accomplished, Mr. Walker, who has embodied his ideas in a book called "The Paganini System of Violin Instruction," "will not clearly explain." He chooses a somewhat fantastic method of exposition, asserting that the "knowledge of the system" he is sponsor for came to him "through the medium of a dream." Paganini appeared before him and insisted upon a gratuitous exercise of violin instruction. The apparition declared, by way of preliminary, that "the finger-board, or left-hand technic, presents difficulties unknown to other instruments, as the fingers must form each note with perfect intonation by stopping the strings in segments, which constantly diminish in length in the ascending order, and increase in length in the descending order of the scale. A perfect sense of hearing, coupled with long practice and great intelligence, are the chief requisites for acquiring proficiency. A prodigious memory is an imperative necessity." The violinist acquires his knowledge of the finger-board, it is pointed out, through the sense of hearing. By long-continued experimentation and correction of false tones he gains a knowledge of where the fingers of the left hand are to

be placed on the strings above the key-board to produce the infinitely delicate discriminations of tone. The result finally acquired is a mental image of the finger-board and its contents. Having said so much, the ghostly visitor proceeds to reveal the secret of his method. In order to lessen the time required to cover the range of the finger-board and acquire a mental image of it by practise, the new system is devised to implant that image through the sense of sight in place of the sense of hearing. As a daily exercise the student draws four diagrams of the finger-board showing "the entire chromatic notation of the instrument and the seven positions of the hand, in conjunction with the specific notation of any scale or any succession of notes occurring in a given passage, together with the fingerings." The system here elaborated, tho "apparently simple, is in its ramifications limited only by the possible combinations of the instrument," the explanation continues. "By using separate diagrams, all scales or exercises whatsoever may be illustrated and studied, as to relative position of notation and fingering." Speaking of the advantage of employing another sense for acquiring the necessary knowledge than that usually made use of, the ghostly instructor, as reported by the writer, goes on:

"In acquiring a knowledge of such arts as require mechanical skill and action, the eye is the most direct road by which to reach the intelligence and enlighten the understanding.

"With reference to the violin, technic is the mechanical details of artistic performance, collectively considered.

"The pose and attitude of the body, the management of the bow, the horizontal elevation of the instrument, the proper manipulation of the left hand in the complicated mechanism involved in playing the different positions, and the graceful and harmonious fusion of all these elements are comprehended by the term technic.

"But technic pertains more particularly to the work of the left hand. In the acquisition of left-hand technic or fingering, the rule followed by the beginner has been to attain both the practise and the theory of the finger-board largely through the sense of touch guided by hearing.

"These blind but potent senses are sufficient if we wish to grope persistently for years in order to obtain a conception of the possibilities of the instrument, but by applying the system I have given you the novice reverses the usual order, acquires theory before practise, learning the notation of the finger-board and the difference in space between the stops through the medium of sight.

"Consequently, when he begins to practise the scales and exercises, the fingers, instead of having to feel and shift so much for the notes, will fall upon the strings with a certain degree of accuracy from the beginning."

AN OXFORD VIEW OF THE RHODES SCHOLARS—The American Rhodes scholars have been chronicled, judged, applauded, and condemned from various sources; and accounts of the interesting experiment resulting from Cecil Rhodes's bequest have been reported by this journal wherever salient facts could be found. Up to this time Oxford herself, so far as we have seen, has not spoken. A paragraph in the department of "Oxford Notes" printed in *The Athenæum* (London, March 23) may afford some alleviation of the chagrin American journals have expressed over what has been believed to be the failure of our representatives in the scholastic home of the mother country. We quote:

"Of the doings of his protégés, the Rhodes scholars, there is nothing special to chronicle. They are silently preparing themselves to equal or surpass last year's surprising record in the Final Schools. Meanwhile, it appears that those of them who hail from the United States have been twitted by certain of their own journals with being found inferior, on the whole, to the class of students provided by the British colonies, and that, not unnaturally, they have taken umbrage at the taunt. Let them be assured that in the opinion of the college tutors there are not the slightest grounds for any such charge—that this is but another mare's nest

discovered by the 'yellow press.' It may take them a little longer, it is true, to orientate themselves in what is relatively a strange land. The American, however, is nothing if not adaptable, and, now that the pioneer generations have had time to make their report, crosses the ocean with a pretty shrewd idea of what to expect. For the rest, our cousins have freely sent us of their most strenuous and virile, and here, as in all cases where Anglo-Saxons of the two nations—or, as Mr. Kipling would have us say, of the six—meet in honorable rivalry, there will certainly be little to choose between one side and another."

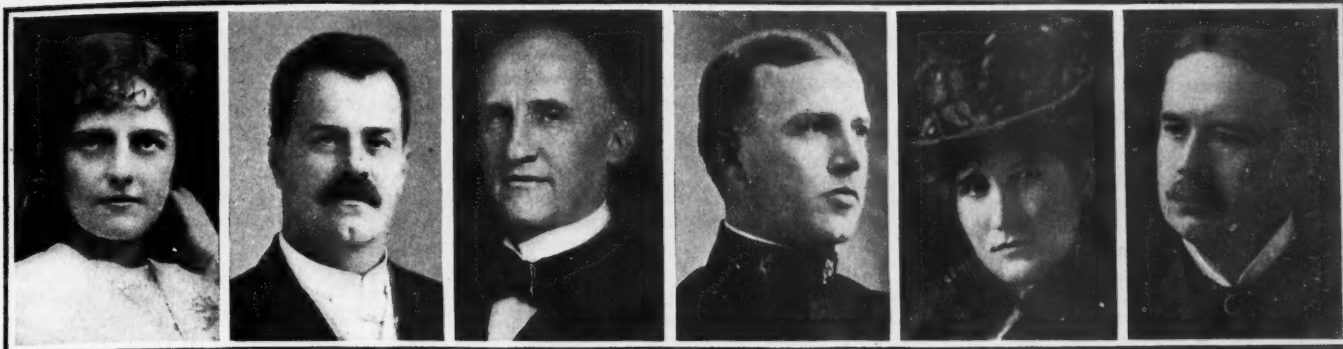
TENDENCY OF LATIN-AMERICAN LITERATURE

THE future development of the literature of North and of South America will present an interesting parallel, if not a competition, points out a writer in the *New York Evening Post* (March 29). Attention is called to facts upon which prophecy may be based by the recent publication of a Latin-American anthology by Manuel Ugarte entitled "La Jóven Literatura Hispanoamericana." "Here at the North," says the writer, "literature is recruiting itself from all the races of the earth, but developing along Anglo-Saxon lines; there at the South a somewhat similar, at least equally a mixt race, will express its finer aspirations under the strictest tutelage of the Latin tradition." This latter speculation receives its support from the fact that the present anthology, published in Paris, shows its hundred and more authors formed under the "influence of the latest French literature—often filtered to them, no doubt, through Spanish writers." An interesting fact in this connection is that the names forming the roll of authors, tho predominantly Spanish, include "a notable sprinkling of English, French, and German." Of these writers and the tendency of their production we read:

"It should be understood that the younger South-American writers are by no means simply the sedulous apes of their models. They have used the French tradition merely by way of realizing their own ideals. Many of them have studied in the higher schools of Paris. All seem to entertain ambitions similar to those of the realists, analysts, and symbolists of recent France. And this consideration leads to the paradoxical reflection that this rising Latin-American literature may be said to be born decadent. These young aspirants of a new world have in a large measure affected the mood of the world-weary Verlaine, Moréas, Mallarmé. The harm of this sort of greensickness has been small, however, as Señor Ugarte points out. In fact, this new preciousness of mood and diction has probably worked beneficially upon a literature sadly in need of discipline. The apostles of the ultra and precious have at least, in half a generation, forged a new style, nervous, precise, and telling—fit, in short, for modern needs."

In view of the cosmopolitan tone of almost all this writing, the absence of any influence from English or German literature is thought noteworthy. The writer continues:

"These writers know their Whitman and their Nietzsche, but give themselves to the cult neither of the overman nor of fraternalism. Politically, their attitude toward this country is one of constraint, if not of suspicion. In our gigantic industrialism, in what they take to be our dreams of conquest, they find something antipathetic, if not positively menacing. The irony, and sometimes indignation, with which Mr. Roosevelt, 'Profesor de Energía,' is dealt with by such writers as Rubén Darío, of Nicaragua, and Marquez Sterling, of Cuba, show that the exponent of the simple and strenuous life offers a complicated and baffling problem to Latin-American analysts. This is a fact not to be greatly wondered at or deplored. In fact, any intellectual *entente* with Spanish America will come rather through frank perception and acceptance of fundamental racial differences than through insistence upon sympathies that do not exist. When we understand why Don Quixote is canonized there, and they understand why we resist the Gallic perfections that seem so essential to them, then and only then can an intellectual comity of the two continents begin to realize the rhetoric of the Pan-American congresses."



DOROTHEA DEAKIN.

CHARLES L. GOODELL.

BOLTON HALL.

HAROLD HAMMOND.

CLARA E. LAUGHLIN.

ALBERT H. SMYTH.

A GUIDE TO THE NEW BOOKS

Askew, Alice and Claude. *The Schulamite.* Revised edition with two portraits. 12mo, pp. 320. New York: Brentano's.

Bauer, Wright. *Cinders.* Frontispiece. Illustrated. 12mo, pp. 117. New York: G. W. Dillingham Co.

Blackmar, Frank W. *Economics.* 12mo, pp. 546. New York: The Macmillan Company. \$1.40 net.

Campbell, R. J., M.A. *The New Theology.* 12mo, pp. vii-258. New York: The Macmillan Co. \$1.50 net.

Clark, Kate Upson. *Art and Citizenship.* 12mo, pp. 68. New York: Eaton & Mains. 75 cents net.

Deakin, Dorothea. *Georgie.* 12mo, Illustrated. New York: The Century Co. \$1.50.

Dickinson, G. Lowes. *From King to King.* 12mo, pp. vii-129. New York: McClure, Phillips & Co. \$1 net.

Doyle, A. Conan. *The Croxley Master.* Frontispiece. 12mo, pp. 76. New York: McClure, Phillips & Co.

Field, Walter Taylor. *Fingerposts to Children's Reading.* 16mo, pp. vii-274. Chicago: A. C. McClurg & Co.

Freeman, J. D. *Life on the Uplands.* 12mo, pp. 139. New York: A. C. Armstrong & Son. 75 cents net.

Goodell, Charles L. *The Old Darnman: A Story of New England.* Illustrated by Charles Grunwald. 16mo, pp. 63. New York: Funk & Wagnalls Co.

"The Old Darnman," first published in an abbreviated form in a leading magazine, evoked so many expressions of commendation that the author deemed it advisable to fill out the contours of his first sketch and thus give permanent form to an exquisite little legend which bids fair to become classic in New England.

The story is founded on an authentic tradition of Connecticut folk. The hero is an old man who lived to be ninety, a wan and spectral figure often seen hurrying along the roads of Windham County, and wearing an old, well-darned coat. He was known the country round. Every one knew his history and people sighed as they saw him pass. In youth he won the heart of a beautiful girl. On the morning of the day set for the wedding, while he was waiting for his bride, they brought him news that she had died over night. The blow upset his reason. He became a wanderer, and he always wore his wedding-suit. The story is told with pathos and delicacy.

Hall, Bolton. *Three Acres and Liberty.* Illustrated. 12mo, pp. xxii-435. New York: The Macmillan Co. \$1.75 net.

The author of this book is a type of the philanthropist who seeks the uplifting of his kind not merely through intellectual channels—tho he does not neglect these—but also by practical experiments based upon the increased knowledge which science has placed at the disposal of social workers. Mr. Hall is the organizer of the Tax Re-

form Association and of the movement for the cultivation of vacant lots by the unemployed in New York. He also introduced the school-garden plan in some of the leading State institutions, and is now engaged in extending the same agricultural methods to convalescent consumptives.

The key-note of Mr. Hall's volume is "back to the land." It is the first serious attempt to show the productive capacity of the soil when cultivated according to modern methods. In olden times, it is pointed out, any one could "farm." But to-day it is necessary that people be taught to obtain a livelihood directly from the earth. Scientific methods have revealed undreamed-of possibilities in regard to agriculture and made of it one of the most fascinating as well as profitable of occupations.

The author, like most sociologists, asserts that the great problem of our time is to stop the drift of population toward the cities. It is not, however, the growth of cities that he desires to check, but the needless poverty in the cities; and this can be effected, he contends, by restoring the natural condition of things—by demonstrating that it is easier "to live comfortably on the outskirts of the city as producers than in the slums as paupers."

Some astonishing statistics are given bearing on the results achieved by antiquated farming, and farming "with brains," or "intensive cultivation" as it is now called. The book should be highly interesting to amateur farmers and to social workers.

Hammond, Harold. *The Further Fortunes of Pinkey Perkins.* 12mo. Illustrated. New York: The Century Co. \$1.50.

Haney, Wm. H. *The Mountain People of Kentucky.* Frontispiece. Illustrated. 12mo, pp. 196. Cincinnati: The Robert Clark Co.

Help and Comfort for Widowers. By One. 24mo, pp. 98. New York: Longmans, Green & Co.

Hodge, Frederick W., and Lewis, Theodore H. [Editors]. *Spanish Explorers in the Southern U. S.* Frontispiece. 8vo, pp. xv-411. New York: Charles Scribner's Sons. \$3 net.

Hughes, Rev. H. G. *Essentials and Non-Essentials of the Catholic Religion.* 12mo, pp. 111. Notre Dame, Ind.: The Ave Maria Press. 75 cents.

Ibsen, Henrik. Vol. VIII. *An Enemy of the People, The Wild Duck.* 12mo, pp. xvi-400. New York: Charles Scribner's Sons.

Jenks, Tudor. *In the Days of Goldsmith.* Frontispiece. 12mo, pp. vii-275. New York: A. S. Barnes & Co. \$1 net.

Jones, J. Sparhawk. *The Invisible Things, and Other Sermons.* 12mo, pp. 232. New York: Longmans, Green & Co. \$1.25 net.

Kellogg, Frank E. *Flip Flap Fables.* Illustrated. 12mo, pp. 108. New York: G. W. Dillingham Co.

Kerr, Alvah Milton. *The Diamond Key.* Frontispiece. Illustrated. 12mo, pp. viii-376. Boston: Lothrop, Lee & Shepard Co. \$1.50.

Laughlin, Clara E. *Felicity: The Making of a Comédienne.* Illustrations by Alice Barber Stephens. 12mo, pp. 426. New York: Charles Scribner's Sons. \$1.50.

In this pleasantly told story only the innocent side of the stage is brought into prominence. The reader is taken behind the scenes, but the sordid aspects of the theater are kept well in the shadow. The curtain rises upon one of those delightful old comedians, now almost extinct, the same an actor of the "old school," full of the milk of human-kindness and ever ready to extend a helping hand to less fortunate members of the profession. He has enjoyed far-sounding fame; but success, far from spoiling him, has only added a tinge of optimism to his nature.

There are some delightful scenes between the old comedian and Felicity, the aspiring artist, who from girlhood dreamed of the glories of the stage. Old Phinias sees with delight the dawn of genius in the little maiden, and during walks in the park inducts her into the mysteries of the theater. He was one of the earliest of the comedians to break with certain old prejudices and standards and to adopt new methods which have since become universal. But he retained what was good in the tradition of the past and so justified his appellation of an "actor of the old school."

Under such benign influence Felicity advances with strides, and in a comparatively brief time becomes a famous actress. The story of her triumphs and of the comedy within the comedy which she is called upon to play, of the destined lover and experiences, thrills, and pangs of a "darling of the public," is told with naturalness and skill. Vincent Delano, the "leading man," is a well-drawn character, somewhat frivolous, but a good type of his class. The story gives a very fair idea of the wholesome side of the stage.

Lillibridge, Will. *Where the Trail Divides.* Frontispiece. Illustrated. 12mo, pp. 302. New York: Dodd, Mead & Co. \$1.50.

Loomis, Charles Battell. *A Bath in an English Tub.* Illustrated. 16mo, pp. 144. New York: A. S. Barnes & Co.

Madden, John, M.D. *Forest Friends.* Frontispiece. 12mo, pp. 259. Chicago: A. C. McClurg & Co.

McPherson, Logan G. *The Working of Railroads.* 12mo, pp. 280. New York: Henry Holt & Co. \$1.50 net.

The intimate relation which railroads bear to the public weal, together with the agitation going forward in certain sections of the country for governmental ownership and management of the great trunk

lines, give special timeliness to this volume. The views set forth by the author are of a practical nature, being the result of a long experience in the railroad service and bringing together for the first time specific branches of railroad construction, operation, and administration which hitherto have been treated in separate volumes. The author supplements the results of his personal experience by information and views obtained from officers of acknowledged eminence in active railway administration.

Mr. McPherson's book is addressed especially to three classes: Those whose votes elect legislators and who ultimately control legislation; those in the railroad service who would gain a more extended view of its different phases than is provided by their immediate environment; and young men whose studies include the transportation industry and who intend to make it their vocation.

To the general reader, perhaps, the most interesting portion of the volume is the chapter dealing with the relations of the railroad to the public and state. The author points out that the duties of the railroad service manifestly differ from those of other industrial fields. The essential service rendered by the transportation industry is so intimately connected with that of other industries as to be a constituent part of those processes. To the subject of actual governmental control and regulation, and to the arguments that support this agitation, Mr. McPherson has given a careful and impartial study, presenting both sides of the question and leaving the reader to judge for himself.

Pendexter, Hugh. Tiberius Smith. Frontispiece. 12mo, pp. 330. New York: Harper & Brothers. \$1.50.

Prentiss, John H. The Case of Doctor Horace. Frontispiece. 12mo, pp. 268. New York: The Baker & Taylor Co. \$1.25.

Reinecke, Carl [Editor]. Twenty Piano Compositions. Wolfgang Adaeus Mozart. Folio, pp. 181. New York: Chas. H. Ditson & Co.

Ruggles, Major-General J. Recollections of a Lucknow Veteran (1845-1876). 8vo, pp. xv-185. New York: Longmans, Green & Co.

This is an interesting and characteristic narrative of the Indian Mutiny, by a Lucknow veteran. The survivors of the famous campaign are now fast decreasing. There are scarcely twenty-five left, and from these the author of the present memoirs has received the title of "Father of the Garrison." Writing after a lapse of sixty-one years the author says the events of the memorable siege seem as strongly imprinted upon his memory as if the occurrences were of yesterday.

The story of the Siege of Lucknow and of the awful massacre of Cawnpore has been told by many historians, and the horrors of these unexampled disasters are yet fresh in British memory. The familiar story is given here with many added incidents by a veteran who looked all these things in the face, and who retains a keen recollection of them.

Saltus, Edgar. The Lords of Ghostland. 12mo, pp. 215. New York: Mitchell Kennerley. \$1.25 net.

Sheppard, Rt. Rev. Mgr. John A. Plain Practical Sermons. 12mo, pp. 531. New York: Fr. Puster & Co. \$1.50 net.

Sherring, Charles A., M.A. Western Tibet and the British Borderland. With a chapter by T. G. Longstaff, M.B. With illustrations and maps. 8vo, pp. xv-376. New York: Longmans, Green & Co.

The recent opening of Tibet to civilization has resulted in something like the

revelation of a new world. The present volume is one of the most valuable works that we have seen upon the subject. Western Tibet and the British borderland, which form the subject of the work, are, from a historic and scenic viewpoint, the most interesting region of the whole country.

Geographically this region is nearest Russian territory. Separated from Russian Turkestan by formidable mountain ranges, its position nevertheless gives it great political importance. In wild and savage grandeur of natural scenery, this portion of Tibet surpasses anything known in the world. Occupying the foremost place in religious thought, it is the holy land of Buddhism, and contains Mount Kailas, the Buddhist heaven and Axis of the Universe.

The indescribable majesty and beauty of this mountain peak, rising sheer to a height of 21,850 feet, make an extraordinary impression upon the traveler. It is the Buddhist Olympus. Its cloud-piercing top, in the thought of the natives, penetrates into heaven. It is inhabited by the Eastern gods and is the scene of the feasts of Omnipotence. This holy place, venerated by millions of Hindus and Tibetans, is described by the author as a scene of unrivaled beauty.

Its contrast with the characteristic austerity of Tibetan scenery is extraordinary. In the foreground of the picture are two beautiful lakes, the dark blue of whose waters, softened by the green of thousands of acres of pasture-land and the coloring of the rocks, makes a picture of indescribable charm. All the magnificent region is saturated with religious associations. For the Tibetan, the Elohim still dwell in these mountains. From the remotest times the Hindus have regarded the Himalayas as holy ground, as the abode of the gods.

Wherever religion is the dominant trait of a primitive people, we are sure to find its shadow, superstition, flung over the land. The Tibetans are probably the most superstitious race of beings in the world. Their gods are innumerable and enter into the slightest details of life. Equally potent are evil spirits, which must be propitiated at all hazards. The most practical and hard-working tribe of Tibet, the Blotias, are the most superstitious.

The illustrations of the volume are admirable. They are directly related to the text and give a more complete idea of this unknown and wonderful country than any of the descriptive works on Tibet that have thus far appeared.

Smyth, Albert Henry [Editor]. The Writings of Benjamin Franklin. Vol. X. With a Life by the Editor. With photogravure portraits. Pp. xxvii-633. New York: The Macmillan Co. \$3 net.

This volume completes the monumental work which fittingly commemorates the bicentenary of Franklin. There seems to be little doubt that the edition will be regarded as the definitive one. This the final volume continues the record of Franklin's immense and varied correspondence and ends with a formal biography of about three hundred and sixty pages written by the editor.

The story of Franklin's life is in a sense an epitome of the story of American progress. When, years ago, Carlyle, pointing to a portrait of Franklin at an exhibition, remarked with something like a sneer, "There is the father of all the Yankees,"

he gave utterance to what the subsequent opinion of mankind was to stamp as a truth. The life of Franklin forever refutes the charge that used to be heard that Americans are a provincial people. This "Yankee," as his enemies loved to term him, attained a world fame which was hardly outrivaled by supereminent personages of history like Napoleon or Frederick the Great. His name was familiar to all the chancelleries of Europe; his opinion was sought by the Pope concerning an episcopal appointment in America. John Adams asserted that Franklin's reputation was more universal than that of Voltaire, Leibnitz, Newton, or Frederick the Great, and that the man himself was more loved and esteemed than any or all of them.

The present biographer declares that there never lived a man more idolized. Everything about him was imitated and extolled—his marten-fur cap, his old brown coat, his bamboo cane. In Paris the canes and snuff-boxes of his time were *à la* Franklin; beautiful Parisiennes crowned him with flowers; the great houses of the Faubourgs had his portraits upon their walls. Busts were made of him in Sèvres china, and these with barrels of miniatures of him were sold to eager purchasers. When Voltaire and Franklin embraced each other in the great hall of the Academy, the forty immortals clapped their hands in applause, and a voice shouted, "Solon and Sophocles embrace!"

His fame throughout Europe was almost as great as it was in France. This extraordinary renown, accorded to but few men, was, it must be remembered, due in large measure to Franklin's scientific achievements. The great epigram which fell from the golden tongue of Turgot—"Eripuit celo fulmen sceptrumque tyrannis"—explains the vastness of Franklin's fame while inscribing it forever in lightning across the heavens.

While Franklin's unique and almost fabulous fame must needs impose itself to some degree upon the imagination of the historian, it does not prevent the present biographer from arriving at an impartial estimate of his subject. Franklin was no saint, and the defects of his qualities, as the French phrase it, are very apparent. But the very frailties of the man serve, in a way, to endear him to us. Tho an admirer of the French, and in the words of Sainte-Beuve "the most French of all Americans," he was no iconoclast. A phrase uttered by him just before his death still teems with meaning for us: "Stand in the old ways, view the ancient paths, consider them well, and be not among those that are given to change."

Spears, John R. A Short History of the American Navy. Frontispiece. Illustrated. 8vo, pp. vi-134. New York: Chas. Scribner's Sons. 50 cents net.

Stratemeyer, Edward. Dave Porter's Return to School. Frontispiece. Illustrated. 12mo, pp. 304. Boston: Lothrop, Lee & Shepard Co. \$1.35.

Thurston, E. Temple. Katherine. Frontispiece. 12mo, pp. 330. New York: Harper & Bros. \$1.50.

Townsend, John Wilson. Richard Hickman Menefee. Frontispiece. 8vo, pp. 320. New York: The Neale Publishing Co. \$3.

Vernon, Ambrose White. The Religious Value of the Old Testament. 12mo, pp. 80. New York: Thos. Y. Crowell & Co. 90 cents net.

Whitelock, William Wallace. Foregone Verses. 12mo, pp. 93. Boston: The Gorham Press. \$1.

Williams, Henry L. [Compiler]. The Lincoln Story Book. 12mo, pp. 315. New York: G. W. Dillingham Co. \$1.50 net.

CURRENT POETRY

Traced.

By EDITH M. THOMAS.

A startled flamingo takes flight in the waste,¹
 Flies east or flies west—but the bird may be traced
 By one plume that was shed as it flew!
 . . . My Love, tho your heart on concealment was
 bent,
 There is one rosy word in the letter you sent;
 And my heart will follow the clue!
 —From *Harper's Bazar* (May).

The Pale Worker.

(Der Bleicher Apreter.)

(From the *Yiddish of Morris Rosenfeld*.)

By B. PAUL NEWMANN.

Lo! yonder I see the pale worker,
 Stitch, stitch, without pause, without stay,
 Since first I remember him, stitching,
 And paler and weaker each day.

The slow months roll on in their courses,
 The years are as days that have been,
 And still the pale worker, bent double,
 Fights hard with the cruel machine.

I stand and I gaze on his features,
 On his face with the sweat and the soil,
 Ah! it is not the strength of the body,
 'Tis the spirit that spurs him to toil.

But from dawn till the sunset and darkness,
 The tear-drops fall heavy and slow,
 Till the seams of the cloth he is stitching
 Are wet with the vintage of wo.

I pray you, how long must he drive it,
 This wheel that is red for a sign?
 Can you reckon the years of his bondage,
 And the end—that grim secret—divine?

Too hard are such questions to answer,
 But this I am bold to declare,—
 When Death shall have slain the pale worker,
 Another will sit in his chair.

—From *The Spectator* (London).

Song of the Bridge.

By HENRY CHADWICK.

Tested and true I stand,
 Fit for the mogul's wheel;
 Monarch of strength and span,—
 I am a Bridge of Steel.

Wrung from the soil of the northern States that
 border the Great Fresh Seas,
 Shoveled and chuted to cavernous boats that carry
 their tons with ease,
 Hurried and harried from ship unto train, the ore
 came thundering down,—
 Thus they brought my members in embryo to smoke-
 soiled Pittsburg town.

I hear the wrath of the river's voice as it bursts its
 sheath in the Spring—
 Then the logs are linked in the jam of the ice where
 the rapids rage and fling;
 While, piercing the opening, endless sky, the north-
 bound geese go honking high,
 And over the forest's dun expanse falls the first faint
 veil of green.

Born of the furnace, my billets and blooms were
 shaped by the rumbling rolls,
 My bars were forged from the fiercest flame and an-
 nealed on the dying coals,
 My posts and chords were punched and sheared, were
 trued in the jaws of the press,
 And thousands of rivets were heated and homed to
 fashion me firm for the stress.

Now falls the heat of the summer sun, and I stretch
 my gaunt steel limbs,
 I hear the wind awake in the night composing rude
 forest hymns.
 The thunder voices the lightning's lore to the hushed
 and waiting land



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You need: A portable tin or porcelain bathtub, a washcloth or a piece of flannel, a sponge, a cake of Ivory Soap, a bath thermometer and a couple of very soft towels.

The water should be *soft* and of a temperature of 95° in winter and from 85° to 90° in summer.

Put baby in the bath. Moisten the washcloth and apply soap, first to the face and neck, then to the arms, next to the body, and last, to the legs and feet. Fill the sponge with water from the tub and squeeze its contents over the face, arms, body and legs, repeating this until all dirt and soap are removed. Dry by "patting"—not rubbing—with the towels. The best hour for baby's bath is ten in the morning, or in the evening, just before he is given his last bottle.

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And I see the sloping ranks of the storm, and the rainbow's seven-barred band.

Matched and marked from the paper plans, and approved by the engineers,
I was sorted and shipped on a hundred cars, to the place where the granite piers
Loomed gray 'mid the maze of the false-work spans, whose timbered towers were stayed
To bear the weight of my massive chords till my braces and floors were laid.

I span a river of indigo waves, all crested with lines of white,
While the forest is lit by the flames of the Fall from shore to mountain height;
But soon the leaf-legions will rustle to rest, at the call of the elves of cold,
And the notes of the north will be heard in the wind when the frost has tightened the mold.

Then derricks were rigged with four-fold falls and booms of Oregon pine;
Their heel-blocks creaked under wearying weights till my trusses stood true to the line.
My splices were made, red rivets driven, and my pins were piloted home—
The ties were clamped and the rails were laid that the Coursers of Commerce might come.

Now the sun sweeps low on his southern arc and the shadows at noon are long;
Now Sirius swings his radiant torch, the guard of Orion's throng.
The Great White Wars are waged in the air, their hosts have rushed o'er the pastures bare—
They have chained the waters and pierced my frame with a sword of icy sheen.

Tuned to the earth I stand—
O'er me the heavens reel;
They smite my bars with a song,—
I am a Harp of Steel.

—From Putnam's Monthly (April).

MOTOR MISCELLANY

The Truthful Taximeter.—In many of the European capitals the taximeter is in almost universal use, and it is there found to remove all cause for dispute between passengers and cab-drivers. In Paris, we are told by *The Automobile* (New York), every vehicle, whether drawn by horse or propelled by motor, is equipped with the taximeter. In London, by law, all automobiles used for public conveyance will be compelled to adopt them after June 1. It is now being introduced into New York. The accompanying illustration shows the face of one of these little machines, which is thus described by *The Automobile*:

The face of the apparatus has four sets of figures—in the top left-hand corner appears either tariff 1, tariff 2, or "Panne," the French word for a breakdown. Below are two openings, showing in dollars and cents the fare to be paid. At the foot of the indicator are registered the extras. The minimum fare is fifty cents, and this sum is always indicated whether the vehicle is in service or not. When a passenger enters the cab the driver lowers his flag and the machine begins its silent but unflinching task of measuring the distance traveled and indicating on the dial the fare to be paid. This is performed in much the same way as speed and distance are measured by a speedometer; a flexible cable connecting from the indicator to the front wheel of a motor-driven vehicle or the rear wheel of a horse cab. In one important particular the taximeter differs from a speedometer. For instance, should the cab be stopped either for a block in traffic or for the making of a call, a clockwork mechanism within the apparatus advances the figures at regular intervals, making the cost the same for a given

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time whether the cab be running continuously or intermittently. Experiments have been made with the Delahaye taximeter cab over different routes in New York, each one being accomplished at various rates of speed, straight running, or intermittently fast and slow, the result being that the fare for a given distance was always the same no matter how that distance had been covered, provided the speed had not fallen below five miles an hour. Four runs were made from the Café Martin to Park Avenue and Sixty-third Street, one at high speed, another at a moderate speed, and a third alternately fast and slow to suit traffic conditions. The average time for this run was then taken and the taximeter set in motion by lowering the flag, the auto not moving for this period. All four fares were practically the same. It is useless to give figures.



FACE VIEW OF THE TAXIMETER.

for no definite tariff has yet been fixed upon for a New-York service.

All that the passenger has to concern himself about are the figures on the dial. On leaving the vehicle he pays the amount indicated. If more than two people enter the cab the driver turns tariff 2 into view, this registering a minimum fifty-cent fare for a shorter distance. Should he be asked to go out of a certain defined district, as, for instance, above One Hundred and Twentieth Street, over the Hudson or the East River, the driver will, before starting, indicate the extras to which he is entitled according to a fixed tariff, by operating a push button at the rear of the apparatus. If the machine has a temporary breakdown, the driver turns his tariff square over to "Panne" during which

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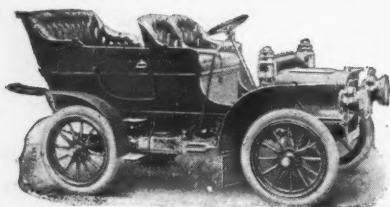
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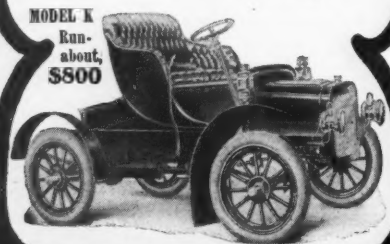
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Rochester, N. Y.

time no change is made on the fare-dial, tho the amount of time thus lost is indicated on the rear of the apparatus. The repair finished, the driver turns his tariff back from Panne to tariff 1 or 2, as before, and the journey is resumed as if nothing had happened. On the completion of the journey he raises the flag, the extras turn back to zero and the fare-dial again registers the minimum of fifty cents. The total distance traveled with the taximeter in operation, the total for extras and time spent making repairs while on a journey are all shown at the rear of the apparatus, and serve as a check between the driver and the company owning the vehicle. A profit-sharing system is generally adopted between driver and owner.

A National Motor Law.—The attempt of the American Automobile Association to secure legislation which would permit Federal rather than State licensing of motor vehicles went no further than the framing and presenting of the bill before Congress by Representative Cox, of New York. In our issue of February 9 this proposed bill was mentioned and the objections of certain papers, that its enactment would be in violation of States' rights, was presented. *Motor Age* (Chicago) describes the provisions of the bill as it was finally drafted and the precautions taken to avoid the objection of unconstitutionality. "It will be seen," it says, "that the benefits conferred by the act upon the non-motoring public, in facilitating the performance of their duties by peace officers, in supplying quick and ready means of identification in case a non-resident motorist violates the laws of the State through which he may be traveling, together with obviating present confusion resulting from the multiplicity of number signs carried by motor vehicles, now necessarily registered under varying State laws, are many and important."

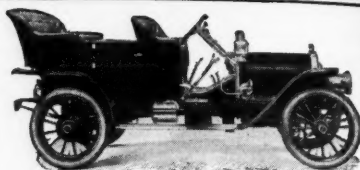
Of its details we read:

Chairman Charles Thaddeus Terry, of the legislative board of the American Automobile Association, prepared the bill after a careful investigation of the decisions of the Supreme Court and the recent enactments of Congress bearing on interstate commerce. Chief Justice Marshall many years ago held that commerce included intercourse and travel, and the decisions of the court since have not varied from his view. It is now popularly conceded that railroads operating in more than one State may be regulated by the Federal Government. The same principle permits similar regulation of motor cars by the same central power. The bill does not, however, attempt to regulate the use of such vehicles save in the matter of registration and numbering, and affects only vehicles which are duly registered under the laws of the State where their owners live and which are about to be used by such owners in other States. The main features of the bill may be put into three groups:

Exemption from registration provisions of State laws other than the laws of the State of the owner's residence.—Thus: On compliance with the provisions of the act with reference to previous registration in the State of the residence of the applicant, and on filing with the bureau created by the act of a verified application, which application shall state among other things the name and residence of the applicant, his State registration number, a description of the vehicle, the manufacturer's number, the character of the motor power and the amount of such power stated in figures of horsepower, such bureau shall issue to the applicant a certificate of registration and a Federal number. Thereafter in traveling anywhere in the United States outside of the State of the owner's residence, such owner shall, by displaying the Federal number on the front and rear of his motor vehicle, be exempt from the laws of other States regulating registration and the carrying of numbers.

The Identification Number or Sign.—The provisions of the act require that while the vehicle is in

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All the strong points making the WAYNE famous in the past have been retained, and improvements conducive to comfort and stability, whose merits were determined beyond a question of doubt before a single car was put on the market, have been incorporated.

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Wayne

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Model N, 30-35 h. p. Gentleman's

Roadster - - - - - 2,500

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Model K, 35 h. p., 5 passenger, 2,500

Descriptive catalogue sent for the asking.

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another State such number shall always be displayed both in front and rear; the number to be three inches high, with the initial letter or abbreviated designation of the State where the vehicle was originally registered at the left of such number, and the initials of the United States at the right of such number. It is thought that if the bill becomes a law, a motorist desiring to travel in foreign states will have his State number on one side of a reversible number-pad and his Federal number on the opposite side of such pad, thus permitting them to change from the State to the Federal method.

The Motor vehicle Bureau.—The act will create in the Department of Commerce and Labor a bureau in charge of a commissioner with a secretary and clerical assistant. To such bureau will be sent all applications, and in it will be kept records of the vehicles registered, indexed for ready reference and the supplying of information on all proper requisitions for the same. Salaries are provided for the commissioner, secretary, and clerical force payable out of the fund created by the registration fees. Such fee will be \$5 in the case of an individual and \$10 in the case of a manufacturer. Penalties.—The act provides for the lodging of complaints with the bureau by any person or corporation, for the investigation of complaints and the infliction of punishments, the latter consisting chiefly in a suspension or loss of the privileges of Federal registration. Considering the great advantages to motor-vehicle users of Federal registration, such a penalty, that is, the suspension or forfeiture of the right to Federal registration, is thought sufficiently severe.

Printing Newspapers by Automobile Power.

—During the recent strike of the electricians in Paris the newspapers which depended on electric power for their presses were among the hardest hit of the many sufferers. *The Editor and Publisher* (New York) tells how some of them succeeded for a day or two in overcoming their difficulties:

There was a great scurry for automobiles, and several papers repeated the experiment tried in

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The chief bookkeeper in a large business house in one of our great Western cities speaks of the harm coffee did for him.

"My wife and I drank our first cup of Postum Coffee a little over two years ago, and we have used it ever since, to the entire exclusion of tea and the old kind of coffee. It happened in this way:

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"Next day it came, but the cook made the mistake of not boiling it sufficiently, and we did not like it much. This was, however, soon remedied, and now we like it so much that we will never change back. Postum, being a food beverage instead of a drug, has been the means of curing my stomach trouble, I verily believe, for I am a well man today and have used no other remedy.

"My work as chief bookkeeper in our Co.'s branch house here is of a very confining nature. During my coffee drinking days I was subject to nervousness and 'the blues' in addition to my sick spells. These have left me since I began using Postum Food Coffee, and I can conscientiously recommend it to those whose work confines them to long hours of severe mental exertion." "There's a Reason." Name given by Postum Co., Battle Creek, Mich.

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They are the cars for those who demand artistic appearance as well as reliability, smoothness of operation, and speed.

The designing and manufacturing ability of the largest and best equipped exclusive automobile factory in the world has been centered on two Gasoline Models to make them leaders in all respects.

In 1907 Columbia four-cylinder cars, both 40-45 H. P. and 24-28 H. P. models, Chrome Nickel Steel will be found *in fact* as well as in name. Practically all the genuine crucible-made Chrome Nickel Steel produced in America for Automobile use was secured for the Columbia Cars. The use of this, the toughest steel yet made, places the two Columbia models in the lead of American cars, and in the class with the very best of European manufacture.

Write for separate catalogues of Columbia Cars, Columbia Electric Carriages, and Columbia Electric Commercial Vehicles. A demonstration may be arranged by appointment with our nearest representative.

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ROGERS STAINFLOOR FINISH makes old floors look new; makes all floors and all woods look beautiful; gives a highly artistic finish to painted as well as unpainted woods; does not obscure the grain like paint; is far more durable than varnish; shows neither heel marks nor scratches; is not affected by water; can be applied by anybody. **Detroit White Lead Works, Dept. 37, Mich.** Booklet Free.

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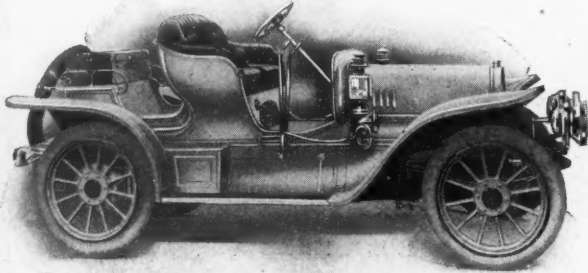
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and a pad of paper, and he produces a masterpiece.

Give a college student the same implements, and he may produce a composition, but never a masterpiece.

It's a difference of ability, gained through experience.

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You will be interested in the booklet. Write today.

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Staten Island a few months ago when a touring machine brought out a paper.

The Rue du Croissant, home of numerous newspapers, was filled with smoke. There were many locomobiles in the Rue Saint Marc. Before the office of *Les Sports* two locomobiles, surrounded by mountains of coal, completely blocked the street, while stokers toiled to keep the steam at necessary pressure.

In the Rue de Richelieu a dynamo was placed on a large truck, with a belt connected with the fly-wheel of a locomobile, and heavy electric cables curled, snakelike, into the building of *Le Journal*. The *Intransigeant* appeared through the aid of a high-horse-power De Dion automobile.

The *Temps*, as on Friday, came out at the usual hour in the usual form. Those papers which had their own electric plants naturally profited.

Gold-hunting in an Automobile.—The gold-fields of Nevada have opened up a new province for the automobile. The mines of Tonopah and Goldfield, which formerly were some two hundred miles from a railroad, were reached then by very tiresome travel on the back of a burro, and the two hundred miles seemed more like a thousand, writes Mr. A. S. Atkinson in *The Automobile* (New York). Scores perished in the alkali dust of the desert; but of those who persisted enough found gold to start a rush of thousands of prospectors to that region. Then came the automobile. "Horses and mules drop by the wayside," we read, "but the motor-driven vehicle skips along, immune both to dust and sun heat." The writer thus describes the use made of the automobile by miners and prospectors:

When we took our ride across the desert to the now famous mining-camps regular auto passenger and freight service was in operation. We could make the trip in a luxurious car for \$20—baggage extra. Everybody made the trip in autos. Even the miner with only a few weeks' funds ahead puts up the amount and travels in state. A good many have made small fortunes in operating autos on this desert trail. One man brought five touring-cars here a year ago, and he has been renting them out almost daily at \$100 per day. A chauffeur gets \$10 a day and such perquisites as he can pick up.

"Here's mine," explained a young, heavily-goggled driver to me, displaying a sack of gold. "Just took a fellow who struck it rich over to Tonopah and back. Said he'd make it worth my while to hurry. I took him at his word, and we beat the record. When he left me he dropped this in the car."

Judging from its weight, the gold might assay enough to buy a new car. Another young man from the East who came west in his car told me that he had picked up \$10,000 in the past twelve months in carrying passengers and renting out his car. It is not uncommon to pick up crazy-minded gold-fiends who will pay almost any price for a machine that will get them there.

When we struck Goldfield there was a subdued excitement in the air. There had been a new strike in the hills by a miner who a few days before had to mortgage his outfit to get food. When we arrived he was worth almost any sum within six figures. He was beset by gamblers, speculators, and miners who wanted to buy him out. Our first glimpse of him was when he rushed out of one of the saloons, wild-eyed and apparently cornered. Seeing our machine, he rushed toward it and said:

"Say, strangers, how much for that thing?"

We informed him that we did not care to sell our car, but, not accepting this as final, he continued:

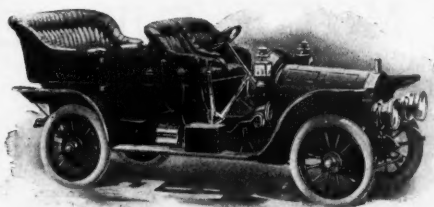
"I want it bad. I want to get out of here for a breath of fresh air. I'm coated an inch thick with alkali dust, and I'll never get rid of it if I don't move out now. I've struck it rich, but I'm goin' to sell out. I won't work the claim."

Then, watching us closely, he said: "I'll give you \$5,000 for that car."

We still demurred, and the man instantly raised his bid:

"Make it \$7,000, and if you won't take that, I'll give you the limit—\$10,000."

Here was a deal made by a gold-crazy, homesick



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Touring Car \$4,000.00
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Our New 1907 Catalog, which tells all about the car and shows blue prints of every part, will be mailed on application

Why Does
Everybody Say,
"Buy a Royal"—
Ask an owner

man, but we compromised by offering to take him out of the desert for a nominal sum. We didn't care to sell our car at any price.

If you never toured in the Nevada alkali desert you never can appreciate the conditions there. The alkali dust is everywhere. Goggles don't seem to keep it out of the eyes, and within a short time they smart as tho pepper had been thrown in them. Then your throat gets dry, thirsty, and hard. Breathing is rendered so difficult that an asthmatic is happy in comparison. You drink and drink, but the hard water of the desert simply makes matters

worse. It is a veritable inferno for the first few days. Then nature apparently comes to the rescue. Your eyes get more used to the dust and begin to recover. Your throat gets coated with a good layer of dust, and it is then impervious to further trouble. During the season of hardening, however, the average man suffers torment.

Autoists are constantly arriving at the gold-fields. Some are there out of curiosity, others are prospectors, newspaper correspondents, gentlemen, adventurers, engineers, mining students, and the driftwood from all parts of the country. The appearance of an automobile costing several thousand dollars is no indication of wealth, nor does a new one excite any comment. There are too many plying back and forth across the desert.

We stopt one day in the middle of the desert and made preparations to eat our lunch. Suddenly to the right of the trail appeared a back speck, which grew in size until it assumed the appearance of a car flying heavily and asthmatically toward us. The two occupants of the car were trying to attract our attention. When they finally reached our side, the driver jumped down and said:

"Got any spare gasoline 'bout you?"

To our negative reply he smiled sourly.

"Say, mister, we've got to have a few extra gallons. We've struck a 'lead,' an' we can't abandon it now. We've run short of fuel, and we haven't time to go back to get more. If you'll let us have a few gallons, say just what you don't need to get you home, we'll pay well for it."

"We haven't much in the reserve tank," I began. Then I stopt and changed my mind. I was looking into the ugly muzzle of a weapon thrust at a dangerous angle toward me. The owner of it said quietly:

"You say, mister, it's worth about \$5 a gallon? All right, me an' my pard will take it. Just fill our tank, and we'll call it an even \$25."

Discretion was the better part of valor. There was no other human being in sight on the lonely trail, and that ugly-looking revolver did not waver. We meekly transferred all the reserve fuel we had

on hand. The man chucked a roll of greasy bills in our car and rode off with the remark:

"Sorry, mister, to treat you so. If we strike it we'll set up for you, if we ever meet again."

Think of being held up in the desert in true stage-coach fashion for a few gallons of gasoline!

Did we meet our highwaymen again? Yes, a month later, in a gambling place in Goldfield, some one struck me on the back, and a familiar voice said:

"Glad to meet you again, mister. You did us a pretty good turn that day in the desert. We made the strike, and your gasoline did it. Now just ask

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of Steam or Hot Water Heating do not waste heat or fuel, because they are designed and built upon scientific principles perfected by years of manufacturing experience. That is why they are easy to control, never out of repair.

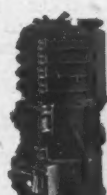
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Liberty Street Akron, O.

Charcoal

Is a sweetener and purifier of the stomach. It arrests fermentation, and causes complete digestion. Eat and drink anything you like in moderation, and use charcoal daily.

The finest preparation made is

**MURRAY'S
CHARCOAL TABLETS**

For 10c. In stamps, a full size 25c. box mailed for trial. Once only.

A. J. DKman, 41 Astor House, N. Y.

for what you want. The establishment hasn't anything aboard that's too good for you. And if they haven't it here we'll send to Denver for it. Speak up."

Our requests were so modest that our erstwhile desert highwaymen appeared disappointed. . . .

Before the automobile came to this region the mining prospector and investor had a hard time of it. The railroads are slow to build new extensions to their main lines to gratify the demands of a small mining-camp. There have been too many of such "boom towns," and the railroads want some assurance that a new settlement is going to be a permanent place of abode. Until this can be demonstrated the miners have to put up with such methods of travel as they can find. The horse is not adapted to the desert, and the mule can be made to live and do fair work under certain conditions. Freight is transported by heavy wagons drawn by a dozen or more burros, but passengers, infected by the gold fever, can never endure such slow traffic. The auto is the vehicle for them, and so there is a thriving business in these vehicles.

Unlike most mining-camps, the new gold-fields of Nevada are located at the foot of hills approached by perfectly level stretches of hard sand, across which the automobiles can fairly fly. Here are the greatest speeding stretches in the world. Hard, smooth, and level as a billiard-table, and with almost endless vistas, the desert is a perfect place for speeding. It is a treeless and waterless region, but then there are no laws to regulate fast traffic. One can go as fast as his machine will permit, and no one will interfere. It is a scorcher's paradise, but, unfortunately, there is too much monotony in the landscape. Mile after mile is covered, and there is nothing to break the vista of sands. Occasionally one passes a prospector accompanied by two pack burros, or a caravan of heavily loaded wagons drawn by a dozen mules, or possibly some dejected miner who has given up hope and has dropt down by the trail to sleep and die.

The Judge and the Millionaire Motorist.—

Mr. W. E. D. Stokes, proprietor of the Ansonia Hotel in New York, was before a magistrate in this city the other day to look after the interests of his chauffeur, who had been arrested for speeding. After the case was dismissed the magistrate took Mr. Stokes himself in hand and delivered a lecture on the recklessness of automobilists as a class. He suggested, also, that if these people wanted to be restored in the favor of the rest of the public they might occasionally turn over their machines to charitable uses. The conversation between the judge and Mr. Stokes, as reported in the New York Evening Post, was very entertaining for the bystanders:

"Mr. Stokes," began the magistrate, "these chauffeurs have no regard for pedestrians. I have to jump out of their way every day, and I have occasional close shaves. These autos go so fast that they can't stop if they want to. You men accustomed to ease and luxury care little for the rights of the poor."

"Judge," replied Mr. Stokes, "that is hardly the truth. I ask you but one favor. Step into my auto, and I'll prove to you that I can bring it to a stop while it is going twenty-five miles an hour within a space of twenty feet."

"No, they'd mob me if they knew I was in an auto."

"No, Judge; they'd say you were a judge of progress."

"Stokes, I wouldn't ride in an auto for \$1,000 a minute. The trouble with you men of millions—"

"I'm not a man of millions," interrupted Mr. Stokes. "I'm a hard worker. I work as hard as any man in this court."

"I know you do," said the magistrate. "Now, I'll ask a favor of you in the name of Christian kindness and suffering humanity. Induce your fellow members of the Automobile Club of America to set aside one day in the week on which they will place their autos at the service of the hospitals of the city so that the invalids and convalescents will get a

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We make a specialty of filling orders for auto and motor boat supplies by mail. No matter in what part of the world you are located, we can fill your orders same day as received.

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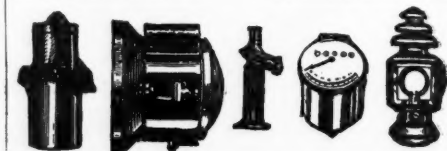
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ride through the park, and I'll be grateful to you for all time. Now—"

Again Mr. Stokes interrupted. His voice betrayed emotion.

"You're the first judge with a heart I've ever met," he said. "I'll put my auto at the service of any invalid you name to-morrow morning. We're of one mind on that subject. I'll bring the matter before the Automobile Club, and while I don't know just what they'll all do, you can rest assured that my auto will always be at your disposal for so worthy a purpose. You can have it to-morrow, if you want it."

"I thank you, Stokes, from the bottom of my heart, and accept your most humane offer. I'll give you a letter to Mrs. Lawson, who has charge of the General Memorial Hospital, at Eighth Avenue and One Hundred and Sixth Street."

"Write it now, Judge, and I'll call on the lady to-morrow."

By Touring Car to the South Pole.—The Salt Lake Tribune calls attention to the fact that the proposed air-ship voyage of Walter Wellman to the north pole is not the only polar trip now under contemplation which will make use of the gasoline motor for power. At about the time that Mr. Wellman expects to make his assault upon the north pole another adventurer will be headed for the south pole in a motor-car. We read:

Mr. E. H. Shackleton announces that he will leave England in October of this year at the head of a company who will endeavor to reach the south pole by means of a specially constructed automobile. He was third officer in the discovery expedition which succeeded in planting the British flag at the southernmost point yet attained. Along with the motor-car he will have dogs and Siberian ponies, famous for their hardihood in severely cold countries, and his previous experience in the antarctic regions prompts him to confidently expect progress, if not complete success, in his present undertaking.

The difficulty to be surmounted in any long and arduous trip by automobile is weight of fuel. So far there has been no demonstration which would justify the assumption that Mr. Shackleton can go far from his base of supplies. That base must be primarily the ship. In this respect the antarctic explorers will encounter the same kind of difficulty that confronts arctic expeditions. When they leave the ship to proceed by dog-sledges, the weight of food to be carried by their draft animals is practically prohibitive of a long journey. To overcome this they endeavor to establish bases of supply as they proceed. But this method has not been so successful in the arctic as to justify contemplated results in the antarctic under the plan to be pursued there.

Given a motor-car which will not get out of order—and that is asking almost a miracle of mechanism; and given, too, a machine which can pass over the inequalities of ice and which can float if plunged into the sea—and that is asking another miracle of mechanism; then the only question of preference between a motor-car and dog-sledges is to be resolved by the difference between the weight of food for the dogs and the weight of fuel for the machine. If a motor-car can travel farther on a pound of oil or spirits than dogs can travel on a pound of food, the chances are in favor of the motor-car. But as demonstration of certainties is lacking, and as the liability to breakage of the machine still exists, the attempted journey by motor-car must be regarded as an expedition fraught with danger of failure and fatality. Left at a long distance from their base of supplies the antarctic explorers will be lost; for, unlike those arctic heroes who have been able to live on their dogs, these Southern explorers will not be able to subsist on rubber tires.

"Don't Monkey with the Motor-car."—An editorial writer of the Hartford Courant has been observing the carelessness with which little children on the street fondle lone automobiles. The

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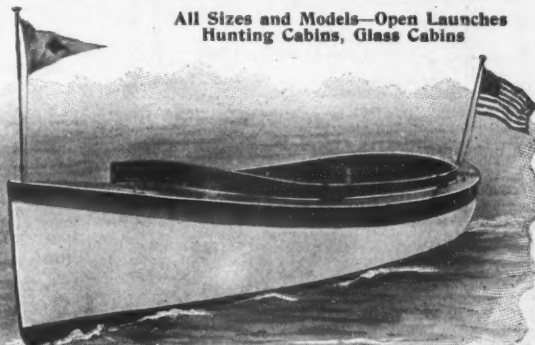
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result of this writer's observations appears in an editorial address to parents urging them to teach their children to beware of motor-wagons as they would of fire. The danger, it appears, is that the automobiles are liable to kidnap the children, or the children the automobiles—just which he fails to make clear. Anyway, he assures us, the pent-up devilry of the innocent-looking motor is something that inexperienced hands should not disturb; the public has trouble enough already dodging machines supposed to be under control, without adding to its precarious position by sending runaway chariots recklessly around the city thoroughfares. Hence this warning to parents, in which he addresses them thus:

It appears, now, that one of the most pressing duties resting upon the Hartford parent is to teach his sons not to run off with automobiles belonging to other people. Recent incidents in this city go to show that hitherto this duty has been neglected—probably because it was thought not to be a duty. But school work on this subject should begin in the family this morning; it should be specific as to not touching other people's automobiles; and ordinary prudence requires that the instruction should be applied to all boys from those just beginning to walk up to twenty years of age. Boys of over twenty who do this sort of thing would probably be reckoned as thieves.

It is our impression that it would be prudent to add the little girls to the class. The smaller girls in these days do not appear to differ much from their brothers except in the matter of dress. It was only yesterday that we saw a boy and a girl fussing with a big automobile that stood without occupants by the sidewalk. The girl was perhaps seven years old—the boy a year or two older, or at any rate, a year or two larger. Both were well-dressed and their general behavior indicated that they were of good social stock. But both were fascinated with the big power-wagon. They patted it; they pushed at every projection on the side, apparently trying to find its secret of motion; they tried to shake it; the little girl was for climbing into it, probably to see what they could do from the inside, but the boy held her back. Imagine for a moment that by some chance they had set the powerful machine in rapid motion. It would have slaughtered all that came in its way and destroyed itself. A runaway railroad locomotive would not have been so dangerous unless it had exploded—for the locomotive is made for fixt tracks. But the automobile is made for the ordinary road, and, once set going without guidance, it would go over or through all until it went to smash.

An automobile going about alone at any time of day, or an automobile going about in the evening hours in the hands of inexperienced boys, would add a new terror to our crowded streets. Even when the automobile is in the hands of men acquainted with its mechanism, the mere footfarer in city streets has to look to himself. With boys in charge, who perhaps know no more than how to start it, and who are all the time conscious that they are using property not their own, the danger of an evening walk through our streets would be increased fifty-fold. Clearly it is the duty of every Hartford parent with half-grown children to open a home school this morning on the subject of the automobile, with "Don't touch or meddle with it" as the dominant theme. The lessons should be learned letter-perfect, too, unless parents are willing that their children should have a hand in killing somebody.

The Automobile as a Health Resort.—So much has been said against the automobile on the ground that its advent created in many quarters an almost inhuman "speed-madness" which resulted disastrously to the nerves of the riders and often even more disastrously to the lives of the "innocent by-standers," that the plea of a writer in *The Automobile Magazine* (New York) should be given consideration. His thesis is that the automobile is one



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of the greatest health-restorers of the twentieth century. "The decline and fall of that unholy empire of stimulants and drugs," he alleges, "is also in sight, for the motor-car is largely used by many men and women whose occupations compel them to resort to outside aids for rebuilding wasted nervous energy. The autoenthusiast may not realize that the interest he takes in the mechanism of the machine is really the first step toward bettering his health environment. From the man who drives the light-fingered run-about, which steals away his worries, to the individual whose midwinter madness enables him to operate with seven-leagued 'shoes' his 60-horse-power reindeer across a continent, each gains what he directly has not set out to secure—a renewal of mind and body." He enumerates its further advantages:

The automobile is the only appetizer that puts one's teeth on edge—for a good meal. Like an automatic nurse, it mechanically soothes the patient with the remedies of enjoyment, exercise, and pure air, and the medicine is taken and absorbed without question. No rebellion is shown, for it is so subtly administered. And if for no other reason than the fact that the motor-car is an instrument that dispels the cares and relieves the responsibilities of life, it has become a permanent faction in civilization. There is no finer first aid to the injured body and mind than this piece of mechanism, which, once designed for pleasure, is now acting as a lasting substitute for many noxious things that harm and destroy the individual. Speed, power, and endurance are the free gifts this health-dispenser bestows, even tho it does not possess the same qualities itself.

Altho the claim is often rightly made that the excitement due to motoring is apt to make too great a drain upon the whole physical system, yet a moderate use of one's motor-car is highly recommended by physicians in cases where outdoor existence is one of the prime requisites.

In speaking of the physical uplift that automobiling affords the patient, Dr. A. Oberdorfer, of New York, voices very fully the opinion which is held by many of the medical profession. "Again and again I am requested to suggest some real and mild form of exercise that will take my patient's thoughts away from himself. This is especially so where the illness is the result of overwrought nerves or any strain upon the system due to excessive brain-storms. Irritable persons can employ their machines for the express purpose of being out in the fresh air and to get a change of outlook, but they must be driven slowly at first. Whenever it is a case of neurasthenia, which makes the individual very much unsettled, a quiet jaunt into the country in a low-powered car is especially recommended. After a few of these trips, I find that the patient becomes more settled and calmer, and even inclined to desire to do a little of the driving. A quick spin—but not too quick—in the open, either through the city's parks or where the scenery is constantly changing, produces a marvelous effect upon the mind, even tho the body does not respond in the same manner.

"It is a very short while and then comes the transformation, and it is generally sudden. My patients have taken such an interest in the art of running the car that they at once demand that they be permitted to drive for themselves. And, alas! That means that my services are no longer required."

As there is hardly a class of individuals upon whose physical and mental resources there is a more tremendous strain than physicians, yet there is hardly one who can afford the up-keep of a motor-car but owns one, and that not from the standpoint of business only. "By operating my machine," says a well-known surgeon, "I secure more complete relaxation from the attendant anxieties of some severe problem which must absorb my entire thought and attention than in any other way. I completely forget, for the time being, that a human life hangs upon my skill, and my only ambition is to make the motor go. Nothing else seems to matter, and

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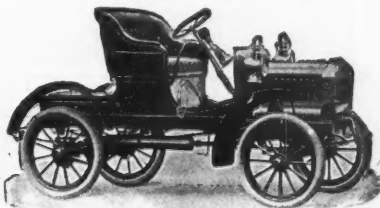
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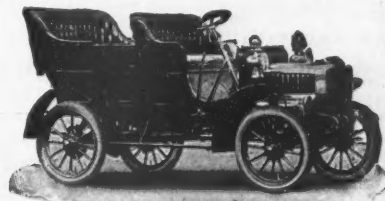
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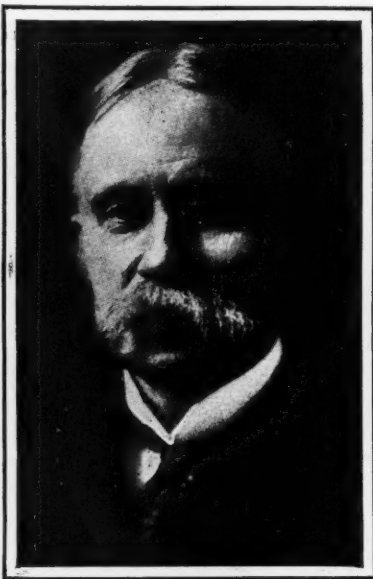
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in consequence I return to my duties with a clear brain and a steady hand."

Hence, if the members of the medical profession find from actual experience that their automobiles are sign-posts to health, there is no layman need hesitate to follow the same course of action and adopt a treatment which is rational.

PERSONAL

The New President of the University of Chicago.—The late President Harper, of Chicago University, had been so completely identified with the founding and growth of that institution that when ill-health forced him to retire it was feared that no other would be found who could really take his place. In Mr. Harry Pratt Judson, the new president, however, it is now thought that the university has discovered a head who is in almost the same class as the late President Harper. Writing in *The World To-day* (Chicago), from which the ac-



MR. HARRY PRATT JUDSON,

The new president of the University of Chicago.

companying portrait is reproduced, Prof. Shailer Mathews says of the university that "centered as it has been about the personality of its first president, it finds itself, if possible, stronger under his successor." In *The Independent* (New York) the same writer discusses more fully the qualifications of the new president. We read in part:

Harry Pratt Judson is in the best sense of the word a school man. He is not a creature of that process of precocious specialization with which our higher education is at present afflicted. From 1870 to 1885 he was a teacher and principal of the high school in Troy, N. Y., going there directly upon his graduation at Williams College. For seven years after that he was professor of history in the University of Minnesota, and in 1892 he came to the University of Chicago as one of the first three choices of President Harper. From that time until this he has borne increasingly the burden of administration of an institution whose administrative like its academic policies have had few precedents and many changes. Throughout these years he has been at the head of the Department of Political Science; has written a number of books especially adapted for schools and the larger reading public; has directed some of the most important research work that has been done in the field of constructive politics; was the first president of the Quadrangle Club, has been dean of the Graduate School and

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then of the faculties, and has always been a loyal friend and colleague.

In the field of university administration he has been easily the most prominent man in the faculties. It was he who, next to President Harper, carried into actual working the scheme of the university's management. Other men in the university have talked more and have figured more in the public eye, but Dr. Judson's regulative motive has been efficiency rather than display. He has never sought to be prominent, but has devoted himself to the university with a self-effacement that was as unstudied as it was sincere.

No man in the university has been more concerned in public affairs. For a number of years he was deeply interested in local politics, seeking to advance reform movements by cooperation with that section of the party known as "the Machine." It must be admitted that some of his friends doubted the wisdom of his alignment, and from the point of view of theoretical reform it was certainly somewhat paradoxical. But his influence was none the less felt, and he was enabled to bring about the nomination and election of certain candidates who had some share in developing such moderate reforms as Cook County Republicanism could endure. What was most important, he was instrumental in bringing about legislation insuring direct primaries and a constitutional amendment making it possible for Chicago to seek a new charter.

Two years ago men speculated as to who ever could take up President Harper's work. As a matter of fact, fate cast the decision into the lap of circumstance, and events made the choice. During the year preceding and the year following President Harper's death, the administration of the university increasingly centered about Dr. Judson as dean of the faculties and as acting president. Until within the last few weeks of his administration in the latter capacity there was practically no discussion as to Dr. Harper's successor. His loss was still too recent and too much felt, but when the question at last was faced the answer had already been given. Dr. Judson was already *de facto* president; it remained only to make him *de jure*.

A Notable Political Character.—Galusha A. Grow, who died March 31, at his home near Scranton, Pa., was one of the historical figures of the Republican party. In 1850, at the age of twenty-seven, he was elected to the House of Representatives from Pennsylvania, and was then the youngest member of Congress. He served for twelve years, six as a Free-soil Democrat and six as a Republican. In 1861 he was elected Speaker of the House. His later political experiences were many and varied. The Rochester *Post Express* thus outlines his life from his last term in the House to the end, giving also some entertaining stories of his work in Congress:

When this term expired Mr. Grow dropt out of public life, but thirty-one years later, on February 20, 1894, at a special election to fill a vacancy in the House of the Fifty-third Congress, he was elected Congressman-at-large from Pennsylvania by a plurality of 188,294. In 1896 he was reelected by a plurality of 246,162, being, at that time, a larger plurality than had ever before been given to a candidate for any office in any election in any State of the Union. In 1898 he was reelected by a plurality of 297,446, setting a new high record in our politics. This stood till 1904, when President Roosevelt carried Pennsylvania by a plurality of 505,519. Mr. Grow was reelected in 1900 and 1902 and closed his public career with the adjournment of the Fifty-seventh Congress on March 3, 1903. His twelve years of service between 1851 and 1863 were supplemented by nine years between 1894 and 1903, and fifty-two years elapsed between the beginning of his first term and the end of his last—a record that is unique in the history of Congress.

Speaking of his early life, Mr. Grow once said: "I was born in Windham County, Conn., August 31, 1823. My father died when I was three years old, and my mother, with six children to provide for, removed to Susquehanna County, Pa., in May, 1834. In order to help her I worked on a farm and

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went lumbering, finally earning money enough to carry me through Amherst College, from which I graduated in 1844. After regaining my health I was elected to Congress in place of my law partner, David Wilmot, famous as author of the Wilmot proviso and a great Free-soiler. I was elected as a compromise candidate and in the end became a ranker Free-soiler than Wilmot himself, if that were possible. My maiden speech was on 'Man's Right to the Soil,' and, being the youngest member of Congress, I was persistent enough to stick to my theme until finally the bill known as the Homestead Act was passed. Some facetious person declared, I have heard, that the late Horace Greeley had me in mind when he gave that immortal advice to 'go west and Grow up with the country,' but I don't think so myself."

Mr. Grow had not been in the House more than twenty days when he made his first remarks. Louis Kossuth, the Hungarian patriot, had been brought to this country on one of our government vessels, and a resolution was pending in the House proposing an official reception. This was violently opposed by Fayette McMullin, of Virginia, who said it was "impudent for a foreigner to come here and try to teach Americans." As soon as the speaker closed, Mr. Grow delivered a short and impassioned speech, in which he said:

"Is it 'impudent' for a man just escaped from Austrian dungeons and Turkish exile to stand in the face of nations and advocate the conscious rights of man? Is it 'impudent' for the representative of a brave people to present the claims of his fatherland to the sympathies of the descendants of Washington, Franklin, and Jefferson—to make his appeal in behalf of bleeding humanity to a people whose every battle-field in the first and second wars of independence is red with the blood of foreigners—to a country that in the hour of its peril received the aid of Lafayette, De Kalb, and Kosciusko, and whose soil still holds the ashes of Pulaski and Steuben?"

"Let us welcome to our shores and to the hearts of our countrymen the exile driven by oppression and wrong from the fireside of his fathers."

During his service in the House from 1851 to 1863 Mr. Grow witnessed many exciting events, in one of which he was an active participant. He once described it as follows:

"It was during a debate on the Lecompton constitution bill, and while General Quitman was speaking I rose and went over to the Democratic side of the House to speak to a fellow member. While there I objected to the speaking, as I had a right to do, when Keitt, of South Carolina, told me to go back to my own side of the House if I wanted to object. I replied that the hall was a free one, and every man had a right to go where he pleased. This seemed to excite Keitt, and he came up and demanded to know what I meant by such an answer. I told him I meant just what I said, and this angered my opponent to such an extent that he made a grab for my throat, and I struck at him. This proved the signal for a rough and tumble fight, for each of us had friends standing about, and we were seized and held. Somebody hit Barksdale, of Mississippi, who had essayed the rôle of peacemaker, and he struck Elihu Washburn, who struck somebody else. Finally Barksdale's wig came off, and when he put it on wrong end foremost he looked so funny that all burst out laughing and the great fight was over."

In 1879 President Hayes in the most flattering manner tendered Mr. Grow the mission to Russia, but, adhering to his resolution never to accept an office which did not come by the votes of the people, he declined the honor. Subsequently he was defeated in his efforts to become Senator from Pennsylvania, and again in his campaign for the governorship. When his second period of service in the House expired and his public career closed, the people of Susquehanna County, Pa., gave him an enthusiastic reception, testifying to their love for him and their appreciation of his long and useful public service.

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the eighty-five years of his life he had had an admirable chance to observe the growth of the country's second largest city. The Chicago *Inter Ocean* comments thus upon his span of life.

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Here and there along the banks of the river there were other huts like that inhabited by his father; all counted, there were not a score of people in the entire trappers' camp in the days when Alexander was learning the only trade that could be followed here with profit.

He was well into early manhood before the strangers began to arrive in large numbers, their only reason for stopping here being the fact that the military post known as Fort Dearborn afforded them some protection from strolling bands of savages.

One by one Alexander saw the cabins grow in number around his father's hut, especially after the massacre, when confidence was again restored, and one by one he saw the cabins take on a second story. From a village of a few blocks in area he saw it stretch along the north branch; he saw it cross the stream in that direction; he witnessed the unloading of the first cargo of timber, the first cargo of bricks; he saw plank laid for sidewalks along the main street; he was present when the first town marshal was elected, and he knew the first police force personally.

Alexander Beaubien saw the river opened to the lake, saw the first schooner come inside; was there when they raised the logs for the first inn; overheard the older people predict that the town would some day grow out as far as the river branch on the west; was down at the wharf when many of the present old settlers arrived from Buffalo; was interested in Wentworth's newspapers and politics, helped to celebrate when the population reached 50,000; helped to celebrate again when it reached 100,000; saw the city stretching out in all directions over what was only a few years ago a wilderness; heard it described as one of the handsomest cities in the West; saw it double in size and quintuple in wealth between 1860 and 1895; heard it called the wickedest city in the West in 1870; saw it destroyed in 1871, rebuilt between 1871 and 1881, and reconstructed between 1880 and 1907; saw the place which he first beheld as a trappers' village of less than a score of people reach a population of more than 2,000,000 and become one of the greatest cities on the face of the earth—in which there was not a living soul whom he knew in childhood or in boyhood.

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Two months later the nephew walked in with every claim receipted in full, and the uncle was so delighted that he gave the promised check.

"How did you manage it, Howard?" he asked, after an expression of congratulation.

"I borrowed the money," replied Howard.—*Harper's Weekly.*

Not Physically Queer.—THE LADY—"Your little boy does look queer. D'yer think there's anything wrong with 'im physically?"

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No nest has yet been found nor any immature specimens. The chauffeur first appears full-grown and may be taken in his haunt, the garage, about which they settle in flocks.—*The Naturalist.*

In the Jungle.—LION—"What caused the fire at the party last night?"

MONKEY—"Why, the Firefly lit on the Tapir."—*Melbourne Life.*

How Josiah Forestalled Fate.—Josiah Quincy, Assistant Secretary of State under Cleveland, was famed for the energy he showed in getting jobs for his constituents.

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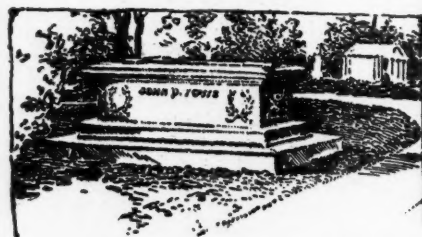
When he reached the Department, however, Hoke Smith, who was Secretary of the Interior, told him that the position had already been filled.

"Filled!" cried the Congressman. "Why, the man hasn't been dead half an hour."

"I know that," replied Smith; "but Josiah Quincy heard the man was going in bathing, so he put in an application for the job by telephone."—*Saturday Evening Post.*

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She Couldn't Refuse.—"Would you mind if I
went into the smoking-car, dear?" asked the bride-
groom in a tender voice.

"What! To smoke, sweetheart?" questioned the
bride.

"Oh, dear, no," replied the young husband; "I
want to experience the agony of being away from
you so that the joy of my return will be all the more
intensified."—*Ladies' Home Journal.*

Could Prove an Alibi.—DOCTOR (to his patient,
who is ill with typhoid fever)—"This is probably
caused by some water you have drunk. When did
you last take some?"

PATIENT—"About three years ago, I think."—*Simplicissimus.*

No Room for a Third.—Secretary Taft was, on
one occasion, in consultation with Senator Penrose,
of Pennsylvania. The Secretary is gigantic and the
Senator is taller and weighs more than any other
member of the Senate.

While these two statesmen were in earnest con-
versation an aggressive politician endeavored to
enter the room, but an alert secretary politely in-
terfered.

"What are they doing in there?" asked the poli-
tician, inquisitively.

This pertinent question nettled the Secretary, and
he answered tersely:

"Holding a mass-meeting, I presume."—*Phila-
delphia Record.*

Details Wanted.—MISTRESS (to new maid)—
"Above all things, I expect you to be reticent."

MAID—"Yes, ma'am, certainly. (Curiously.)
But what is there to be reticent about?"—*Lustige
Blaetter.*

Nerve Lacking.—SURLY STRONG—"Gimme a
nickel, missus?"

MISSUS—"I should think a big, strong man like
you would be ashamed to ask for money."

SURLY STRONG—"I am, missus, but I ain't got der
nerve to take it without askin'."—*Philadelphia
Record.*

Had Her Started.—"Biddy," says Pat, timidly,
"did ye iver think o' marryin'?"

"Shure, now," says Biddy, looking demurely at
her shoe, "shure, now, the subject has niver entered
me mind at all, at all."

"It's sorry Oi am," says Pat, and he turned away.

"Wan minute, Pat," said Biddy, softly. "Ye've
set me thinkin'."—*Tacoma Ledger.*

A "Swettenhamism."—According to the
London *Chronicle* the word "Swettenhamism"
has been added to Anglo-American vocabularies
since the earthquake in Jamaica. As a strik-
ing illustration of the word, which is said to mean
"an act performed in good faith which gives pain
to another," the *Chronicle* cites the following: Here
is an instance of a "Swettenhamism": A certain
Englishman met an American lady and told her that
she spoke English fairly well for a foreigner. A
smile went round among the people who heard it,
and it was explained to him that she was an Ameri-
can. He thereupon looked her up and down criti-
cally and remarked: "I should never have thought
it. You don't look so objectionably American as
some, you know."—*New York Times.*

Left in Doubt.—There had been a fatal railroad
accident and the reporter sought information.

"See here," said the official, testily, "you fellows
must think we have accidents for your benefit."

"Perhaps you wouldn't mind telling me whose
benefit you do have them for?" rejoined the reporter.

But even touching this point the official was reti-
cent.—*Philadelphia Ledger.*

Real Modesty.—"Was your marriage a failure?"
"No; but my wife's was."—*Judge.*

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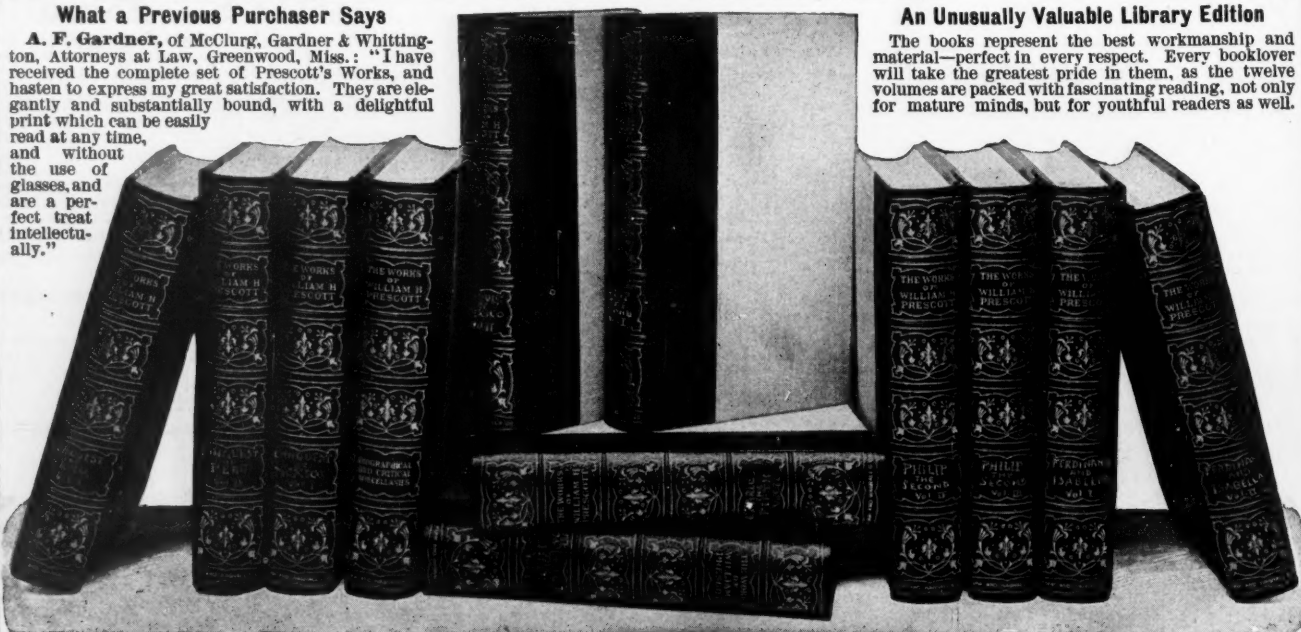
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Had Her Hands Full.—TEACHER—"Who was it supported the world upon his shoulders?" TOMMY—"Atlas, sir." TEACHER—"Who supported Atlas?" TOMMY—"The book don't say, but I 'spect his wife did."—*Ally Sloper*.

Its Class.—THE GUSHING ONE—"Don't you think this hat is a perfect poem?" THE CANDID ONE—"Not exactly; if you want my judgment, I should say it was magazine verse."—*Puck*.

CURRENT EVENTS

Foreign.

March 29.—French troops occupy the city of Oudja.

Advices from Bucharest say that the Government is gradually restoring order in the districts ravaged by the peasants.

March 30.—King Edward names Sydney Oliver as Governor of Jamaica to succeed Sir Alexander Swettenham.

King Alfonso dissolves the Spanish Parliament. A new one will meet May 13.

March 31.—J. P. Morgan is reported to have bought for \$1,200,000 a Belgian collection of furniture, pictures, etc., belonging to Jules van der Poreboom.

April 1.—A severe earthquake does damage at Bitlis, Turkish Armenia.

Russia submits a revised program to the Powers for The Hague Conference.

April 2.—Mr. Kokovsoff, Russian Minister of Finance, appeals to the Douma to aid the Government in its financial distress.

April 3.—Secretary Taft makes a trip across the Isthmus to Colon inspecting the canal. He confers at Panama with President Amador.

Russia, Germany, and Austria announce their intention to abstain from any discussion of the limitation of armaments at The Hague.

Domestic.

March 29.—Two thousand five hundred brewery workers in St. Louis strike for an increase in wages.

March 30.—Charles P. Taft, brother of the Secretary, issues a statement accepting Senator Foraker's challenge and asserting that the voters of Ohio should choose between Taft and Foraker for the Senatorship and the Presidency.

March 31.—The Postal and Western Union telegraph companies raise their rates throughout the country one-third.

Galusha A. Grow, Speaker of the House in the early days of the Civil War, dies of old age at his home in Glenwood, Pa.

April 1.—An agreement is reached with Canada on the postal rates for second-class matter.

Governor Hughes, in an address at Utica, N. Y., defends his Public Utilities Bill.

President Roosevelt declares that he has not deviated one hair's breadth from his plan for government regulation of corporations.

Bishop John C. Granberry, of the Methodist Episcopal Church, South, dies in Ashland, Va.

April 2.—President Roosevelt denies statements made in a letter written by E. H. Harriman, to the effect that the latter raised money for the New York campaign in 1904 in return for which the President promised to appoint Senator Depew Ambassador to France.

J. J. Hill resigns the presidency of the Great Northern Railroad and is elected chairman of the board of directors. His son Louis is elected president.

Frederick A. Busse is elected Mayor of Chicago, defeating Edward F. Dunne. The city votes for municipal control of street railways.

April 3.—By a compromise on wages and hours the brewery strike in St. Louis is brought to a close.

April 4.—Harry K. Thaw is declared sane by the lunacy commission appointed to examine him. The threatened railway strike on Western railroads is adjusted.

President Roosevelt announces the discovery of a "rich men's conspiracy" to oppose him and his policies and to control the next Republican National Convention.

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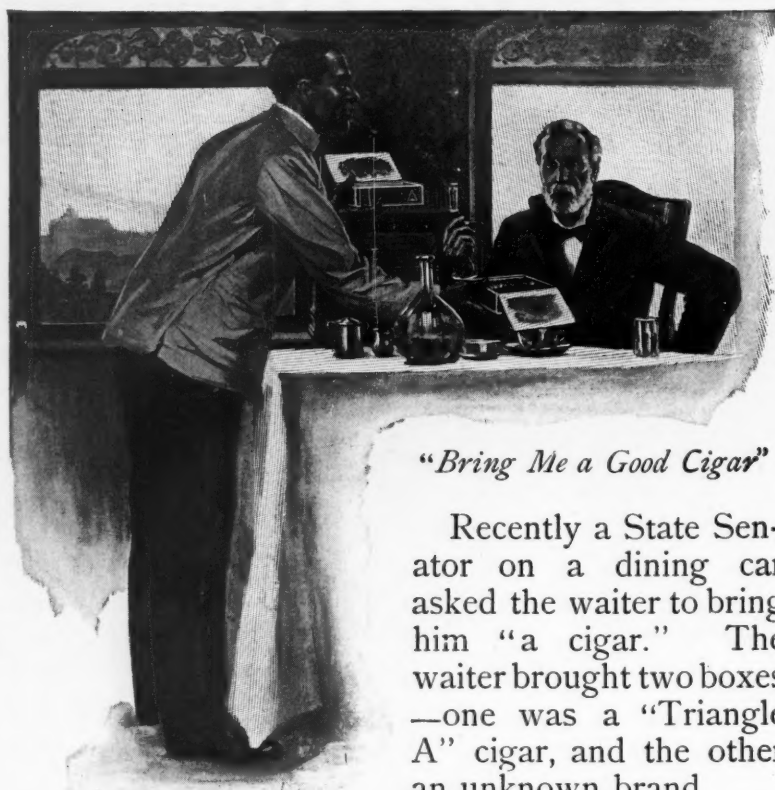
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THE LEXICOGRAPHER'S EASY CHAIR



In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

The Lexicographer does not answer anonymous communications.

"E. V. O., New York City.—"(1) Is it correct to use the word 'like' in the sense of 'as if'? (2) Is the expression 'down town,' in speaking of the business district of any city, better form than 'up town,' or does the use of the one or the other depend on local directions? (3) Is it provincial to speak of 'trading' at a certain store, and is the word 'buying' a better one to use?"

(1) The use of *like* for "as if" is colloquial. (2) The term *down-town* designates "toward or in the lower part, especially the business part of a city or town." *Up-town*, designating the opposite direction, often denotes the residential section. The term is never correctly used as a synonym of "down-town." (3) If the sense in which the word "trading" is used is that of "patronizing in buying" it is not provincial, altho it may be used more frequently than "buying" in provincial districts.

"J. P. G., Cincinnati, O.—"Please give the pronunciation of 'Joaquin.' What is its English equivalent?"

"Joaquin" is pronounced by English-speaking peoples jō'a-kim. Its English equivalent is *Joa-chim*. Its Spanish form is *Joaquin* (pronounced hwa-keen'—a as in arm).

"A. R., New York City.—"How is it that the word *psychosis*, which means 'animation, enlivening, infatuation,' is interpreted as meaning 'affection of the mind,' which in reality should be called *phrenitis*?"

We do not know, but hazard the suggestion that because the etymology of the word is traced back to *psyche*, soul, and thus associated with *Psyche*, one of the beautiful maidens of Greek mythology, the meaning may have originated from the fact that after Amor had censured *Psyche* for mistrusting him and then left her, she lost her peace of mind, tried in vain to drown herself, and wandered about from temple to temple, like one with an "affection of the mind," inquiring for her beloved.

"Correspondent," Philadelphia, Pa.—"(1) Can you give any information concerning the loss of a ship named the *Central America*? (2) Can you tell me anything of a sun-glass made by one Parker in England which was so powerful that it could vaporize diamonds?"

(1) The *Central America* was a large steamship bound from Havana to New York which sprang a leak in a storm on September 8, 1857. On the 12th a passing vessel took aboard 100 of her passengers, but soon after she sank, carrying over 400 persons with her. Of her passengers 152 were saved after drifting 600 miles on rafts. (2) Our correspondent probably refers to George Parker, second Earl of Macclesfield, a famous astronomer, who lived in the eighteenth century. We can not verify his statement and can not trace any evidence of the sun-glass referred to.

"W. S. B., St. Louis, Mo.—"Is the phrase 'a strong optimistic trend' correct? Is it not improper to use one adjective to qualify another?"

The phrase is correct because "strong" is an adverb as well as an adjective, and its use in the example cited is adverbial.

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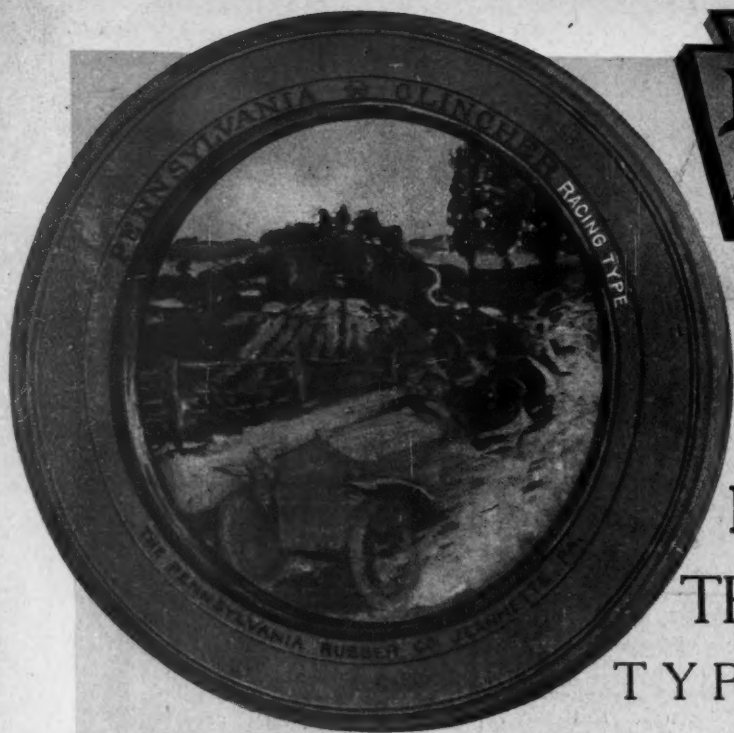
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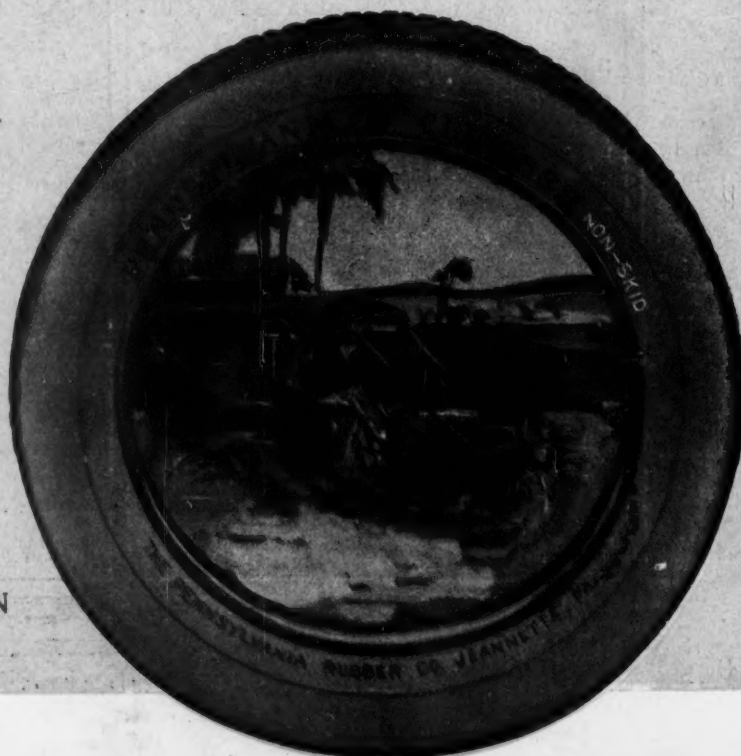
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